



## ***Environmental Planning Commission***

***Agenda Number: 10  
Project Number: 1001656  
Case #: 18EPC-40028  
Hearing Date: June 14, 2018***

### ***Staff Report***

<b><i>Agent</i></b>	Molzen-Corbin & Associates
<b><i>Applicant</i></b>	City of Albuquerque Aviation Department
<b><i>Request</i></b>	<b>Double Eagle II Airport Master Plan</b>
<b><i>Legal Description</i></b>	Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II Airport
<b><i>Location</i></b>	On Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park Rd.
<b><i>Size</i></b>	Approximately ( $\approx$ ) 4,500 acres
<b><i>Zoning</i></b>	SU-1 for Airport and Related Facilities

#### ***Staff Recommendation***

***That a recommendation of APPROVAL of 18EPC-40028 be forwarded to the City Council based on the Findings beginning on Page 13 and subject to the recommended amendments beginning on Page 15.***

***Staff Planner  
Catalina Lehner-AICP, Senior Planner***

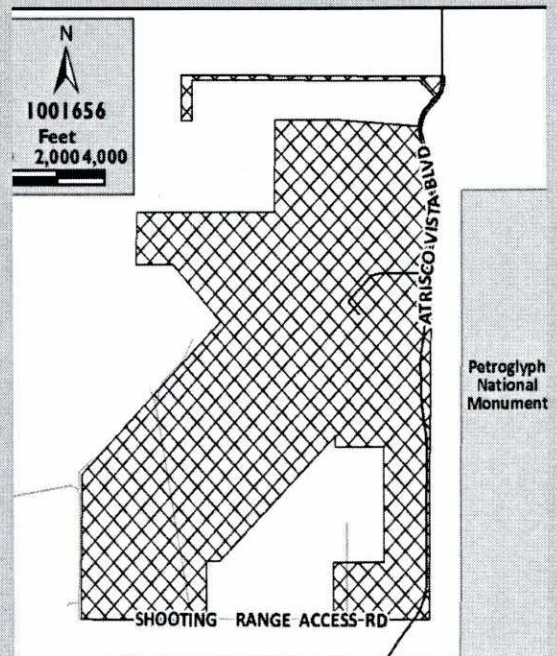
#### ***Summary of Analysis***

The request is for a recommendation to the City Council regarding a master plan for the Double Eagle II airport, which is classified as a reliever airport for the Albuquerque International Sunport. Like the Sunport, Double Eagle II is owned and operated by the City of Albuquerque.

In accordance with Federal Aviation Administration (FAA) requirements, the document contains a facilities inventory, a needs assessment, a discussion of development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon. The 2018 Double Eagle II Airport Master Plan will supersede the existing 2002 Master Plan.

The subject site is designated an Area of Consistency (airport areas) and an Area of Change (most undeveloped land) in the Comprehensive Plan.

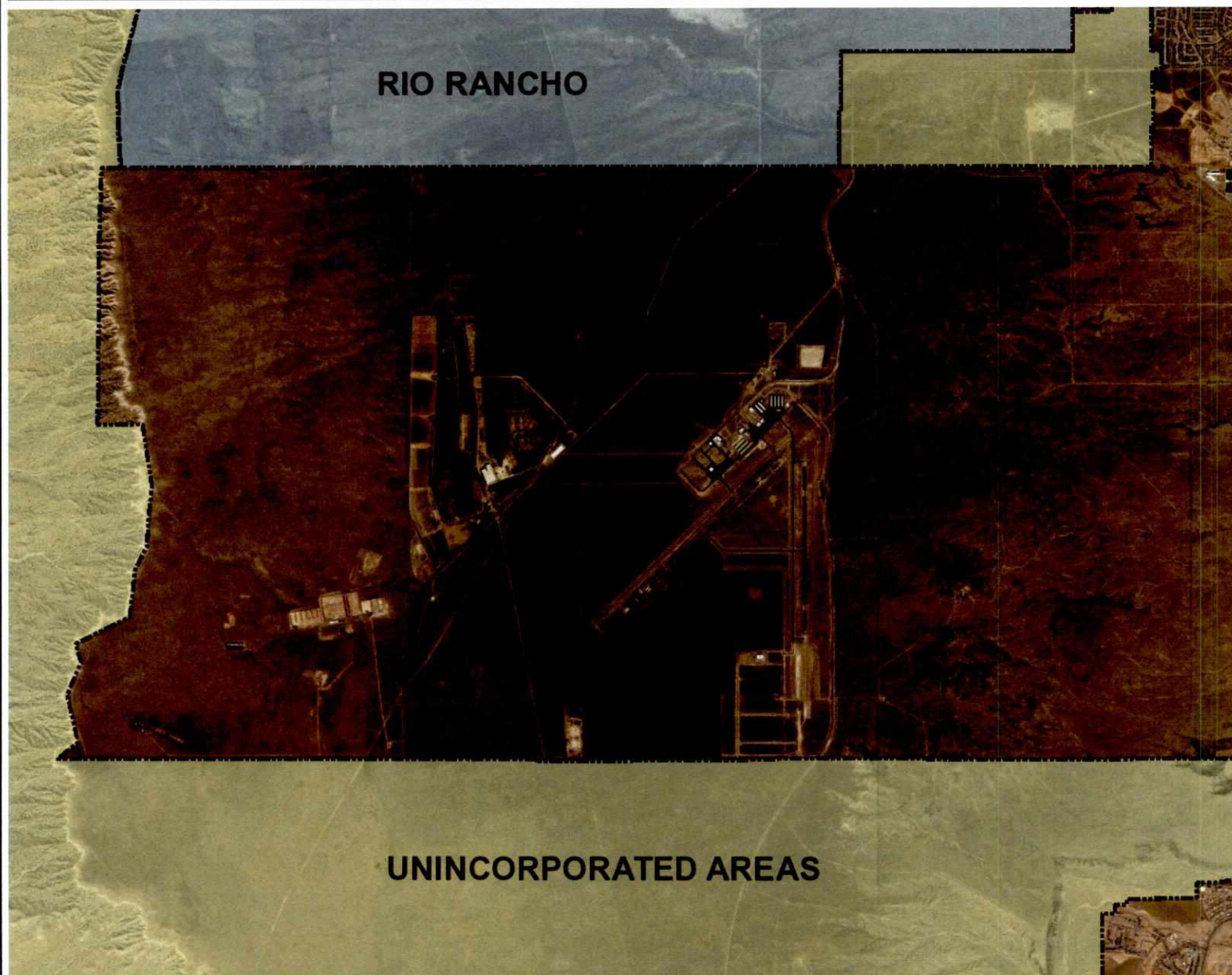
Neighborhood organizations and property owners were notified as required. A facilitated meeting was not held. Staff recommends that an approval recommendation, with conditions, be forwarded to the City Council.







## Double Eagle II Airport-2016 Aerial Photo



### Legend

#### Municipal Limits

-  Corrales
-  Edgewood
-  Los Ranchos
-  Rio Rancho
-  Tijeras
-  UNINCORPORATED

#### World Street Map

### Notes

9,936 0 4,968 9,936 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
6/6/2018 © City of Albuquerque

1: 59,616

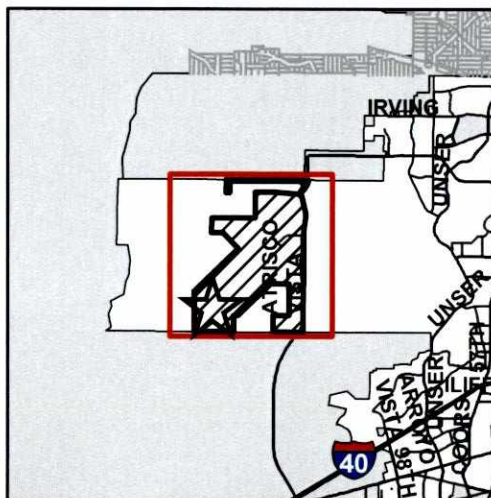
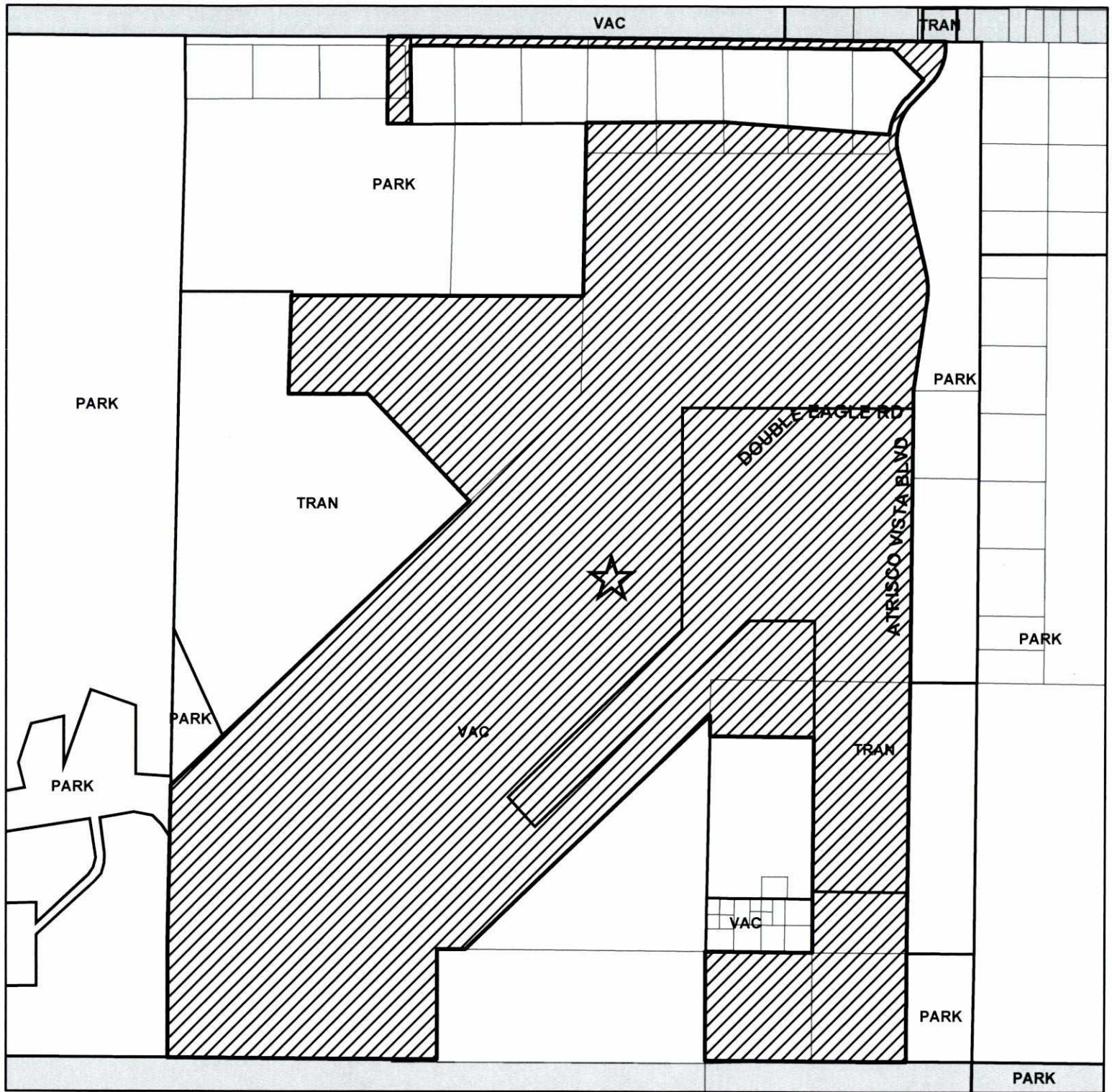
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THIS MAP IS NOT TO BE USED FOR NAVIGATION









## LAND USE MAP

Note: Gray shading indicates County.

### KEY to Land Use Abbreviations

AGRI Agriculture  
 COMM Commercial - Retail  
 CMSV Commercial - Service  
 DRNG Drainage  
 MFG Manufacturing  
 MULT Multi-Family or Group Home  
 PARK Park, Recreation, or Open Space  
 PRKG Parking  
 PUBF Public Facility  
 SF Single Family  
 TRAN Transportation Facility  
 VAC Vacant Land or Abandoned Buildings  
 WH Warehousing & Storage



1 inch = 2,700 feet

Project Number:

1001656

Hearing Date:

6/14/2018

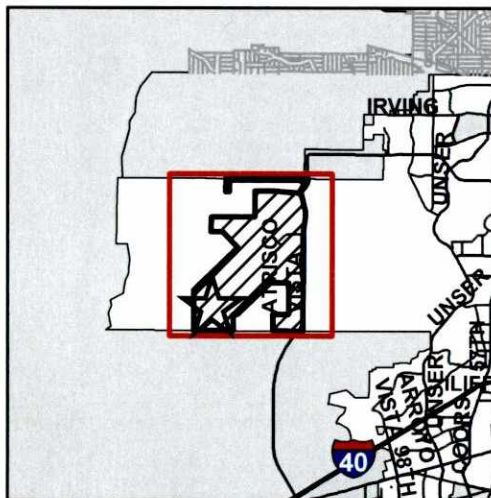
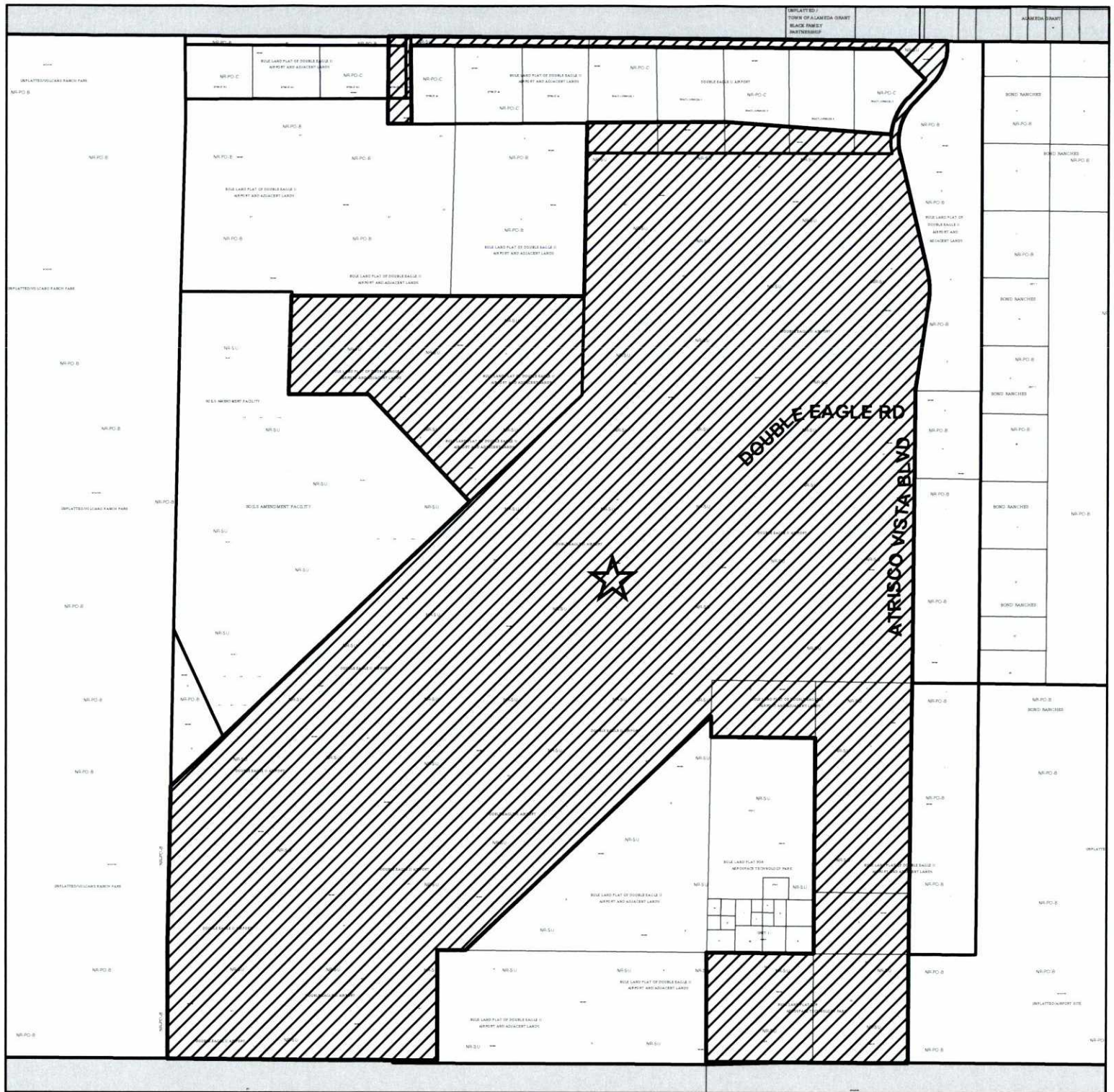
Zone Map Page:

C4-6, D4-6, E4-6, & F4-6

Application Case Numbers:

18EPC-40028





## IDO ZONING MAP

Note: Gray shading  
indicates County.



1 inch = 2,700 feet

Project Number:

1001656

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6/14/2018

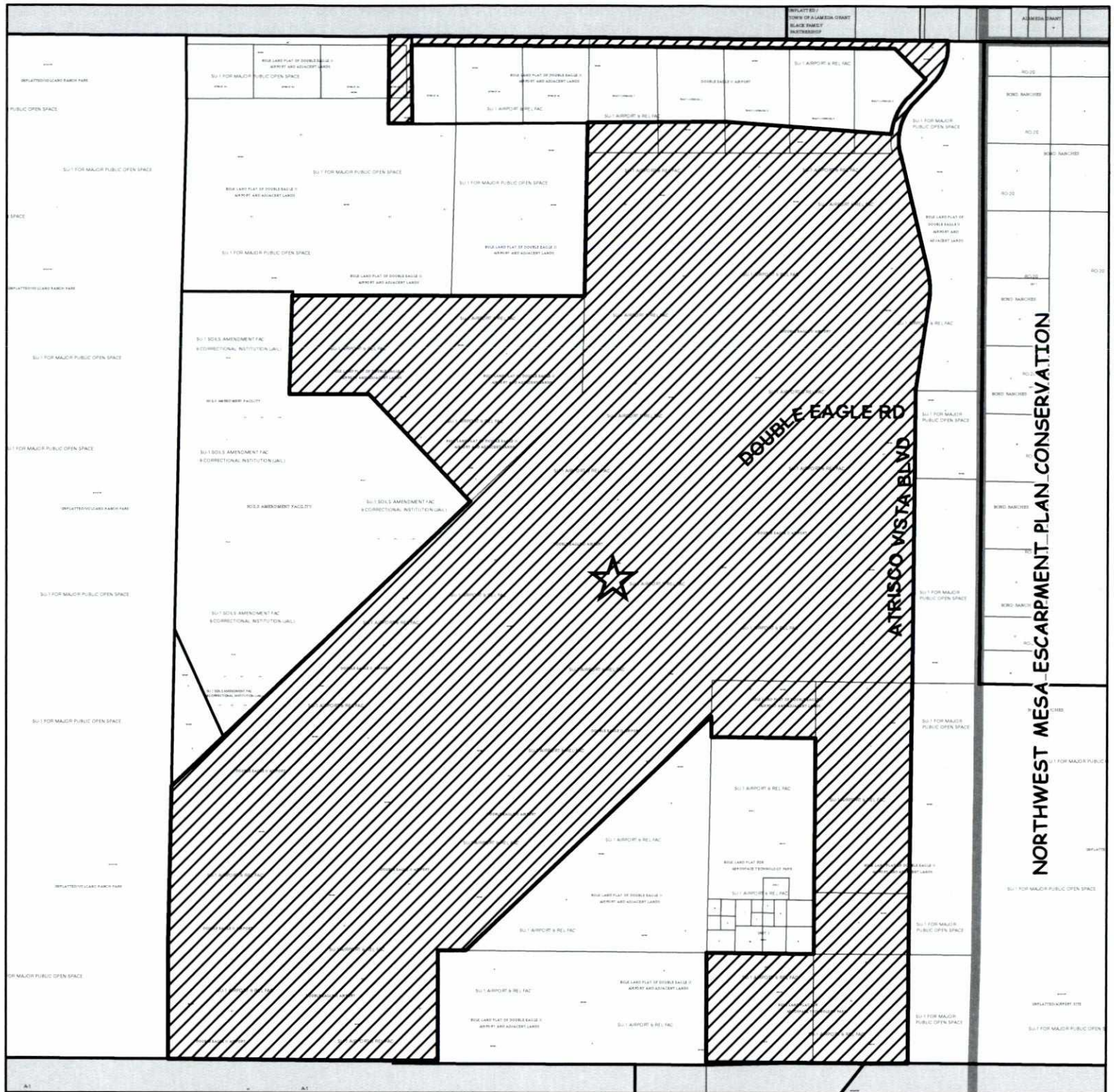
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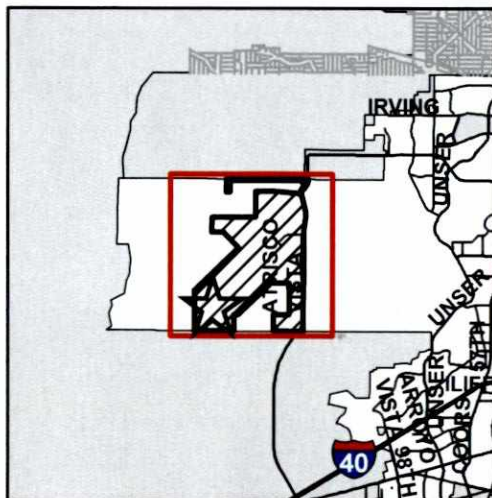
Application Case Numbers:

18EPC-40028





NORTHWEST MESA ESCARPMENT PLAN CONSERVATION



## OLD ZONING MAP

Note: Gray shading indicates County.



1 inch = 2,700 feet

Project Number:

1001656

Hearing Date:

6/14/2018

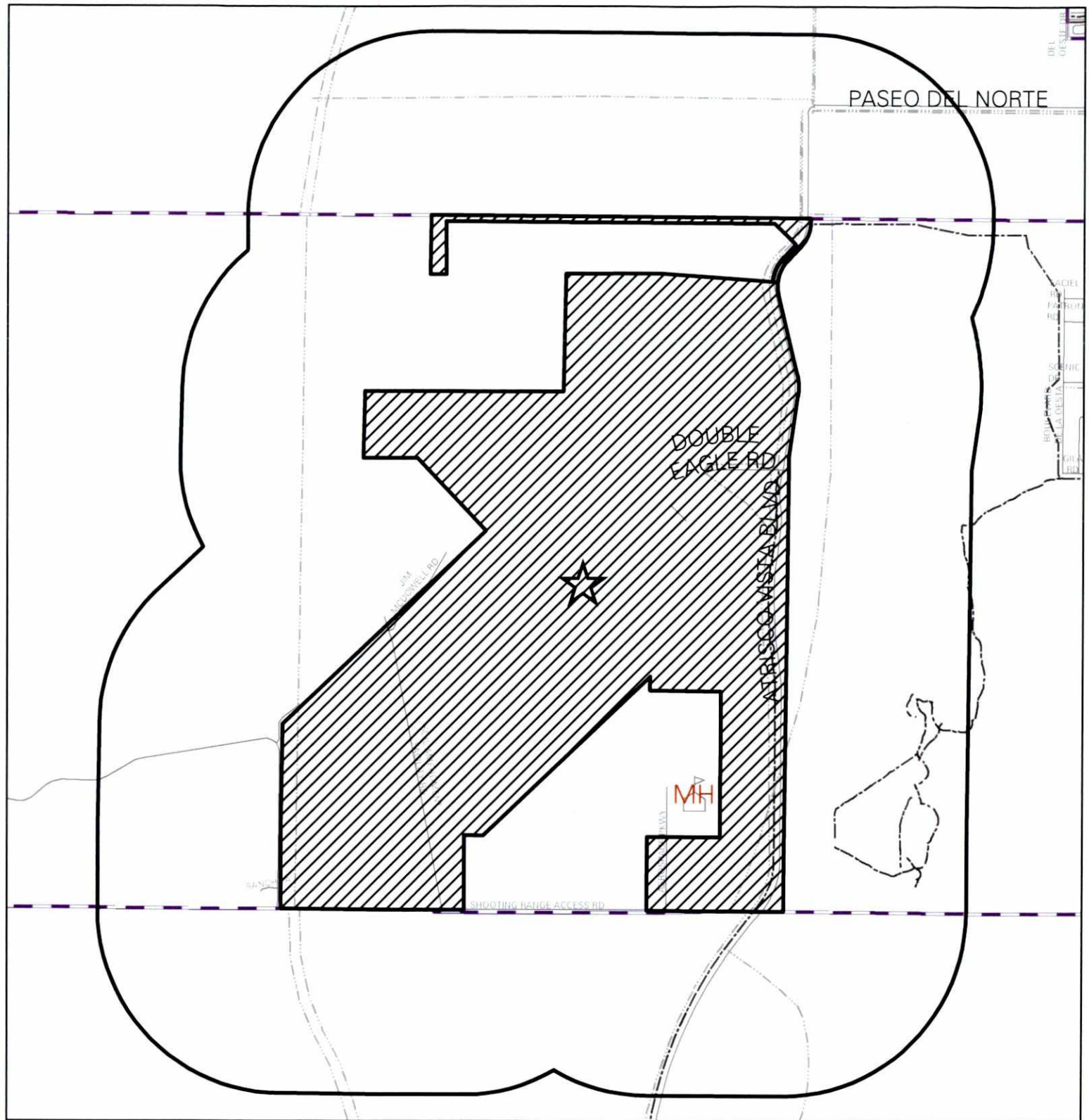
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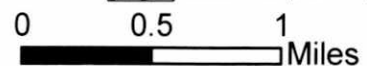
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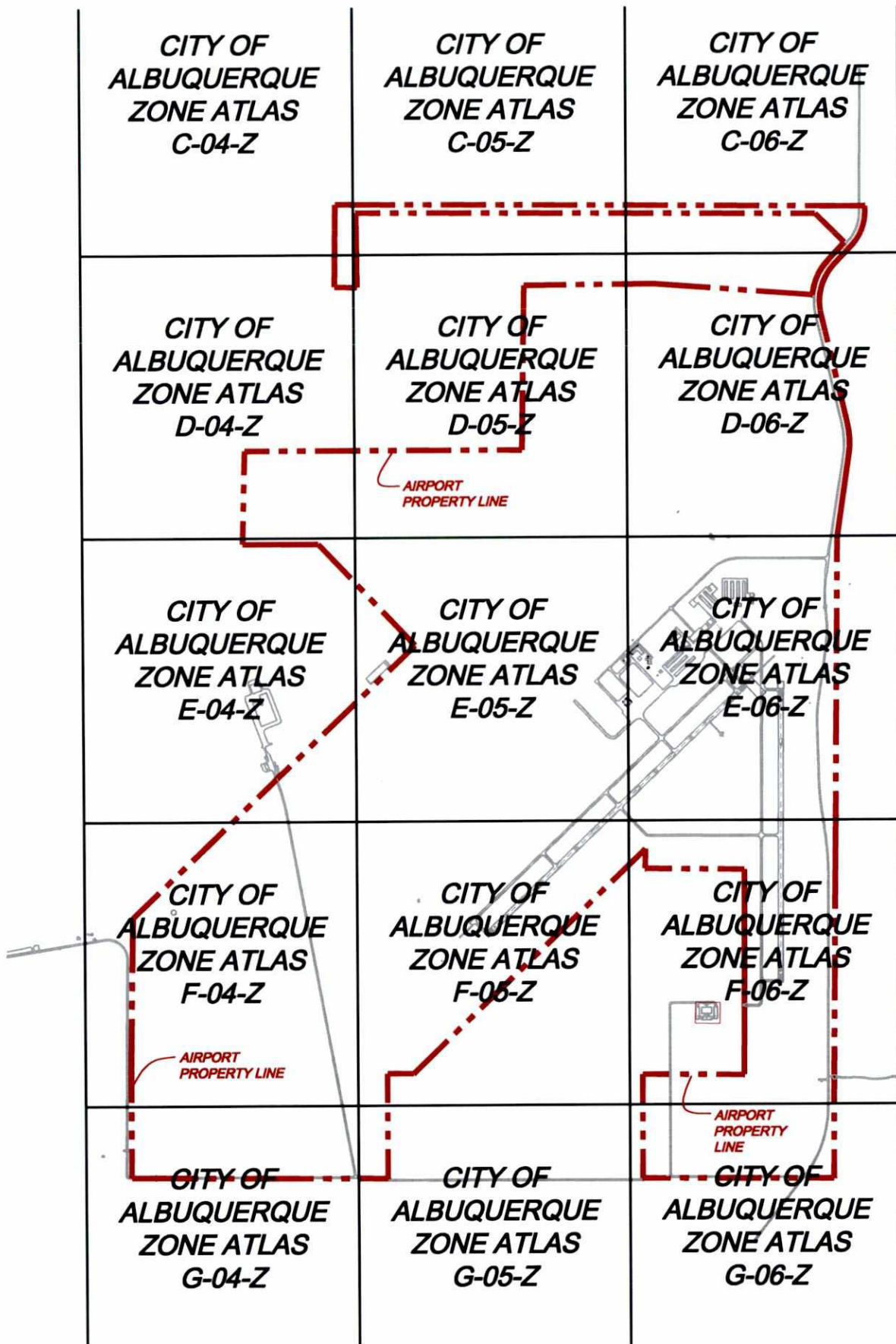




## Public Facilities Map with One-Mile Buffer







Double Eagle II Airport - Albuquerque, NM

**MOLZENCORBIN**

**EXHIBIT A**

**City of Albuquerque Zone Atlas Location Map**



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## **I. AREA CHARACTERISTICS**

*Surrounding zoning, plan designations, and land uses:*

	<b>Zoning</b>	<b>Comprehensive Plan Area; Applicable Rank II &amp; III Plans</b>	<b>Land Uses</b>
<b>Site</b>	NR-SU (Sensitive Use) (formerly SU-1 for Airport and Related Facilities)	Area of Consistency (airfields) and Area of Change	Airfield uses, landside uses (aviation support, instruction)
<b>North</b>	No COA zoning NR-PO-B (formerly SU-1 for Major Public Open Space)	NA- not in the COA	Petroglyph National Monument City of Rio Rancho
<b>South</b>	No COA zoning	NA- not in the COA	Unincorporated Bernalillo County
<b>East</b>	NR-PO-B (formerly SU-1 for Major Public Open Space)	Area of Consistency	Petroglyph National Monument
<b>West</b>	NR-PO-B (formerly SU-1 for Major Public Open Space)	Area of Consistency	Petroglyph National Monument

## **II. INTRODUCTION**

### ***Request***

The request is for a master plan for the Double Eagle II (DEII) Airport, an approximately (≈) 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land (the “subject site”). The subject site is twenty miles north by northwest of Downtown Albuquerque.

The *Double Eagle II Airport Master Plan* (2018, the “DEII Master Plan”) would supersede the current *Double Eagle II Airport Master Plan* (2002). Airport master planning follows a systematic approach outlined by the Federal Aviation Administration (FAA) to identify existing and future airport needs, and establishes requirements that airports are required to follow. The 2002 Master Plan and the 2018 Master Plan both contain standard elements such as a facilities inventory, a needs assessment, a forecast, an evaluation of development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon.

### ***Environmental Planning Commission (EPC) Role***

The EPC is hearing the case because the request is for a master plan, over which the EPC has review and recommendation authority. The FAA requires adoption by a jurisdiction’s governing



body, in this case the City Council. To get to the City Council, a request has to be first reviewed by the EPC. As a recommending body, the EPC's task is to make a recommendation to the City Council regarding the request. The City Council is the City's Zoning Authority and will make the final decision.

### ***Context***

The subject site is situated in between the Petroglyph National Monument, which is Major Public Open Space, to the east and west—and a portion to the north due to the subject site's shape. The City of Rio Rancho is to the north and unincorporated Bernalillo County lands are to the south of the subject site. The area is undeveloped except for the uses at the DEII airport. The Comprehensive Plan designates the DEII airport (and the Atrisco Vista Shooting range to the south) as a Developing Employment Center.

### ***Transportation System***

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. Atrisco Vista Blvd. is a Regional Principal Arterial. The Paseo del Volcan alignment (NM 347) and Shooting Range Rd. are future Regional Principal Arterials.

The subject site is not served by Transit. The Comprehensive Plan designates Atrisco Vista Blvd. as a Commuter Corridor. A bicycle lane exists along Arroyo Vista Blvd. County trails are proposed along Arroyo Vista Blvd. and Paseo del Volcan Blvd.

### ***Public Facilities/Community Services***

» For specifics, please refer to the Public Facilities Map (see attachment).

## ***III. HISTORY & BACKGROUND***

### ***Early History***

The notion of the Double Eagle II (DEII) Airport was first conceived in 1969 by the City of Albuquerque as an answer to concerns about the future of general aviation demand in the Albuquerque area. In a master plan prepared for the Albuquerque International Sunport, the need for the City to consider and plan for the future of aviation related facilities in the area was mentioned. In 1972, consultants Bucher and Willis prepared a statewide Airport System Plan that again identified the need to develop additional aviation related facilities in the Albuquerque area.

In 1972, Herkenhoff and Parsons conducted a master plan study for the then termed "West Mesa Airport" that would "service all segments of Albuquerque's air transportation requirements", including commercial and general aviation. The West Mesa Airport's initial site was four miles north of Interstate-40 and was intended to be a reliever airport for the Sunport. However, negotiations with the landowner of the original site broke down but an agreement was obtained with the landowners of the current site, which was part of the Bond Ranch.

An Environmental Assessment (EA) was completed in 1980 for the location of the DEII Airport and the FAA found no significant impact. Construction for the new airport began in 1982 and was



completed in 1983. The airport, built with the two runways it currently has today, was termed a reliever airport for the Sunport.

In 1994, a second EA was published for the on-airport access road that would connect the airport's landside facilities to an off-airport access road located to the north. The existing Paseo del Volcan road was constructed in 1997.

In 1997, the EPC approved a request for annexation and establishment of zoning for an 11,443 acre area that included the lands of the Double Eagle II Airport, the Volcano Ranch Park, and holdings within the Petroglyph National Monument (AX-98-8/Z-96-57). The requested zoning was SU-1 for Major Open Space, Soil Amendment Facility, and Airport and related uses.

#### *Eclipse Aviation*

Eclipse Aviation, a start-up aircraft manufacturer, announced in May of 2000 that it had chosen Albuquerque (specifically DEII) as the site to produce its airplanes and planned to move its operations from the Sunport to DEII in 2006.

In January of 2002, the City Aviation Department was a party in a land swap between the City Open Space Division, the State Land Office, and the Black family. This land swap, annexation, and associated zoning consisted of 1,987 acres of land zoned SU-1 for airport and related facilities and Major Open Space.

The reshuffling of land ownership, annexation, and zoning (SU-1 for airport and related uses) of land at the airport is considered the beginning phase in the preparation of bringing Eclipse Aviation to DE-II (case number is 01114-01874/01110-01875, finalized by City Council in July 2002). It was evident from actions of the administration and the City Council that further development of DE-II was a priority.

The land exchange occurred in two phases. In the first phase, 899 acres were requested for annexation and establishment of zoning (727 acres to be SU-1 for airport and related uses and 172 acres to be SU-1 for Major Public Open Space). The second phase consisted of 1,088 acres and a zone change was requested. 724 acres to be changed from SU-1 for Major Public Open Space to SU-1 for airport and related uses and 364 acres to be changed from SU-1 for airport uses to SU-1 for Major Public Open Space. The final ownership of land has created an additional buffer strip of open space along the western edge of the airport abutting the Petroglyph National Monument.

The administration and the City Council agreed to serve the airport with water and waste water lines, which was part of the lease agreement with Eclipse Aviation, which was anticipated to be a major employer by 2007.

#### *Master Plan Background*

The current Master Plan for the DEII Airport was completed in 2002. It was undertaken in a time of national growth, technology advancements, and increased private investments. Because of this, the 2002 Master Plan included suggestions for several ambitious improvements, such as construction of a mid-field hangar area, runway reconstructions, taxiway reconstructions,



construction of an air traffic control tower, replacement of the electrical vault, and various infrastructure improvements. Since then, however, improvements at DEII include a connector taxiway between runways and construction of general aviation hangars.

*Other Related Projects*

In February 2002, the EPC recommended approval to the City Council of a request for annexation of approximately 900 acres of land, zoned County A-1, to create a portion of the present-day site of the Double Eagle II airport (Project #1001656/01114-01874 and 01110-01875- see attachment). The zoning of SU-1 for Airport and Related Facilities and SU-1 for Major Public Open Space was established.

In February 2003, the EPC approved a site development plan for building permit for DEII Airport to allow the construction of a water and waste water facility to serve the airport. The water system consisted of facilities in three different locations of the airport (Project #1001656/02EPC-01956- see attachment).

In July 2003, the EPC approved a zone map amendment (zone change) and a site development plan for subdivision for approximately 590 acres located northwest of DEII airport, on open space land. The City's Open Space Division and the State Land Office entered into an agreement to exchange land (Project #1001656/03EPC-00915 and 00916- see attachment).

**IV. AIRPORT PLANNING & THE FEDERAL AVIATION ADMINISTRATION (FAA)**

Most of the nation's airports were constructed and/or funded by the Federal government and developed based on Federal policy that promotes civil aviation and air commerce. The FAA's strategic plan, Destination 2025, contains goals regarding safety, efficiency, access, and sustainability. The National Plan of Integrated Airport Systems (NPIAS) supports the goals of Destination 2025 and is used by the FAA to administer its aviation programs. The DEII Airport is included in the NPIAS as a Reliever-Regional airport. The purpose of a reliever airport is to provide an alternative to congested hub airport for general aviation activity.

The DEII Airport is also included in the New Mexico Airport Systems Plan (2009), a state document. The systems plan provides a tool for the New Mexico Department of Transportation (NMDOT) to monitor performance metrics, assess airport needs, justify funding for improvements, and provide information regarding the State's public use airports. The DEII Airport is classified as a Regional General Aviation Airport, the purposes of which are to primarily serve general aviation activity, with a focus on business activity.

***FAA Standards***

An airport master plan must be developed in accordance with FAA requirements. The FAA requires specific components within an airport master plan, which allow for a systematic and technical approach to facilities planning. Basically, these components include an inventory of existing facilities, a forecast of aviation demand, airport facility needs, development of alternative concepts, preferred concept, and implementation. The 2018 DEII Airport Master Plan includes these and more (see Section VI of this report).



#### ***Airport Improvement Program***

The FAA's Airport Improvement Program (AIP) is available to provide assistance to airports to help them develop sustainability plans. The City of Albuquerque received an AIP grant that helped support preparation of the *Albuquerque International Sunport Sustainable Airport Master Plan (2018)*. However, the AIP was not used for the 2018 DEII Airport Master Plan.

### **V. ANALYSIS –APPLICABLE PLANS, GOALS, POLICIES & REGULATIONS**

#### ***Albuquerque Comprehensive Zoning Code***

##### ***Definitions (Zoning Code §14-16-1-5)***

***Master Plan.*** A duly adopted plan or any of its parts, for the development of the area within the planning and platting jurisdiction of the city for the general purpose of guiding and accomplishing coordinated, adjusted, and harmonious development. It includes the Albuquerque/Bernalillo County Comprehensive Plan.

##### ***Zoning***

The subject site is zoned SU-1 for Airport and Related Facilities. The SU-1 zone is found in the old Zoning Code §14-16-2-22. Pursuant to the subsection (A)(3), airports are listed as a special use. Under the Integrated Development Ordinance (IDO), the subject site's zoning converts to NR-SU (Non-Residential Sensitive Use).

#### ***Albuquerque / Bernalillo County Comprehensive Plan***

The subject site is located in both an Area of Consistency and an Area of Change as designated in the 2017 Comprehensive Plan. Approximately one-quarter of the subject site is in an Area of Consistency and the remaining, approximately three-quarters of the subject site is in an Area of Change.

The DEII airport is part of a designated Developing Employment Center as shown in the Comprehensive Plan (Figure 5-4). University Blvd. is designated as a Multi-Modal Corridor and passes the airport on its western edge and Sunport Blvd. is designated a Commuter Corridor. Applicable Goals and policies are listed below. Staff analysis follows in ***bold italics***.

#### ***Chapter 5: Land Use***

***Policy 5.1.5-Employment Centers:*** Create Centers that prioritize employment opportunities and foster synergy among businesses.

***The DEII Airport is designated as a Developing Employment Center by the Comprehensive Plan. It is envisioned to continue to be used as a commercial airport for smaller aircraft and helicopters, and to expand its usage as a training center, which would prioritize employment opportunities and foster synergy among aviation and aviation support businesses. The request furthers Policy 5.1.5-Employment Centers.***



Goal 5.3 Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

*The DEII Airport Master Plan (2018) addresses landside facilities that support aviation functions, such as the administration buildings, fuel farm, and hangars. These maximize the utility of existing infrastructure at the airport, which was installed in 2003 (see History section of this report), and contributes to the efficient use of land to generally support the public good. The request furthers Goal 5.3 Efficient Development Patterns.*

Goal 5.6- City Development Areas: Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

Policy 5.6.2 Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

Policy 5.6.3- Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space.

*The subject site is primarily designated as an Area of Change. The majority of the subject site is undeveloped and is envisioned to be used for airport and airport-related expansion and businesses in the future. The airfield areas, which are a relatively small portion of the subject site, are not envisioned to change much except for updates to meet Federal safety requirements. In general, airport expansion and non-aviation growth would be directed to Areas of Change where it is expected and desired, and the Areas of Consistency would remain constant because growth is not desired there. The request furthers Goal 5.6- City Development Areas, Policy 5.6.2- Areas of Change, and Policy 5.6.3- Areas of Consistency.*

#### *Chapter 6: Transportation*

Policy 6.2.10- Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes.

Action 6.2.10.1 pertains to DEII Airport and reads as follows: “Study and plan the future of DEII Airport, including roadway alignments, interface with the Petroglyph National Monument, economic impacts, and selection for other reliever airport sites on a regional basis.”

*A major purpose of the DEII Master Plan is to ensure that future demand for aviation (airside) and aviation support (landside) facilities can be accommodated. The master plan evaluates existing facilities, uses forecasts to determine future needs, and proposes strategies to ensure that these functions can be adequately accommodated. The request furthers Policy 6.2.10- Aviation.*

*The DEII Master Plan fulfills Action 6.2.10.1 because it studies and plans the future of DEII Airport.*



Goal 6.6-Economy: Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services.

*As discussed in the Master Plan, air travel is part of a larger transportation system that facilitates the movement of people, goods, and services. The DEII Airport has the potential to stimulate and support job creation because expansion of the landside facilities would provide jobs that support aviation functions (such as administration and facilities used to train pilots). It's possible that some of the property in the subject site could develop with office, commercial, and industrial uses as is the case with the Sunport, which would support business development and job creation. The request furthers Goal 6.6-Economy.*

*Chapter 12: Infrastructure, Community Facilities & Services*

Goal 12.1 Infrastructure: Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth.

*The 2018 DEII Master Plan focuses on airport infrastructure (runways, terminals, support services) needed to support existing and anticipated aviation and aviation related needs. This supports the community because, as a general aviation airport, DEII accommodates smaller aircraft (planes and helicopters) used by businesses and individuals. Should additional infrastructure be needed in the future, it would be planned and coordinated with the City's Capital Improvement (CIP) program and with the Water Utility Authority. The request furthers Goal 12.1-Infrastructure.*

## **VI. DOUBLE EAGLE II (DEII) AIRPORT MASTER PLAN**

### ***Overview & Purpose***

The *Double Eagle II Airport Master Plan* (2018, the "DEII Airport Master Plan"), which would supersede the 2002 DEII Airport Master Plan, provides a vision for the airport for the next 20 years. Consistent with airport planning practice, the overall objectives of the DEII Airport Master Plan are to determine the needs of airport users, identify future facility needs, evaluate facility development alternatives (including a preferred alternative), and analyze capital improvement needs.

### ***Components***

The DEII Airport Master Plan contains six chapters, a glossary, and four appendices. The chapters are:

- Chapter 1- Inventory
- Chapter 2- Forecast
- Chapter 3- Facility Requirements
- Chapter 4- Airport Development Alternatives
- Chapter 5- Implementation Plan



The following is a synopsis of each chapter's focus and contents:

*Chapter 1-Inventory*

The inventory chapter establishes a framework and contains data that will be used throughout the rest of the document. Relevant studies, a history of the DEII Airport, the airport's classification, existing facilities, and airspace are discussed.

DEII Airport is classified as a reliever airport for the Sunport and as a regional general aviation airport. General aviation refers to aircraft not flown by commercial airlines or the military. DEII Airport operates in Class D airspace, has three taxiways and two runways (see Figure 1.3), 14 airport hangars, and approximately 85 vehicle parking spaces. The air traffic control tower opened in 2008.

*Chapter 2-Forecast*

Aviation activity is projected for a 20-year horizon, as required by the FAA. The FAA reviews aviation forecasts and includes them in national airport planning documents (the National Plan of Integrated Airport Systems, NPIAS). The forecast analysis for the DEII Airport uses methodologies that incorporate historical trends and project airside and landside activity for the near-term (2020), intermediate-term (2025), and long-term (2035) timeframes. National and regional aviation trends and historical and existing aviation activity are considered. Also considered is the anticipated opening of the Paseo del Volcan roadway. This new freeway would pass the subject site on its western side and may serve, over time, to create additional market area demand for development that could benefit the airport.

Since the DEII Airport is a regional, general aviation airport, the primary metric used is total hours flown rather than enplanements (enplanements are used for the Sunport, a commercial airport). Since 2005, general aviation hours flown have slightly decreased with the recessions, but then have very slowly begun to rise again but have not yet reached prior historical levels. Other metrics include numbers of based aircraft, meaning aircraft permanently stored at the DEII Airport, and the fleet mix of those aircraft. Three growth rates emerged from the forecasts; the middle growth rate is recommended for use. The airport is anticipated to continue to grow, though perhaps slowly, through the 20 year planning horizon.

*Chapter 3-Facility Requirements*

The purpose of this chapter is to summarize the capacity for the existing airport and airport support facilities and analyze their ability to meet forecast demand. A capacity analysis of airside and landside facilities must be conducted first to identify any deficiencies.

The most important focus is airside facilities. The following airfield components are analyzed for compliance with FAA requirements: runway configuration, runway design standards, runways, taxiways, and navigational and weather aids. The safe operations areas, the width, and the strength of the runways and taxiways are discussed with respect to airport design criteria. Wind analysis is also discussed. Regarding landside facilities, increased aircraft storage and apron space are considered.



The study recommends that the DEII Airport plan for a dedicated area for rotorcraft (helicopter) usage. This separate location should not interfere with taxiways and runways used for fixed-wing aircraft.

#### *Chapter 4-Airport Development Alternatives*

A key part of airport planning is to use the forecasts (Chapter 2) and link them to the types and quantities of facilities (airside and landside) needed to meet the demands, after identifying the adequacy of existing facilities and figuring out what new facilities may be needed. The objective for the DEII Airport is to develop balanced airside infrastructure and appropriate landside aircraft storage infrastructure to best meet the forecast aviation demands. Additional hangars are also recommended.

DEII Airport Mid-Range Projections		
Year	Based Aircraft	Aircraft Operations
2015 (base year)	227	67,469
2025	266	83,889
2035	308	102,260

Four airside alternatives are described and considered. Each includes various, proposed modifications and improvements to runways and taxiways and is depicted in a figure (Figures 4-1 through 4-4). After considering factors such as safety, operational efficiency, current and planned use of property, financial feasibility, operational factors, and available funding, each alternative was scored and pros and cons listed.

Airside Alternative 1 emerged as the preferred development alternative. Three helipad development alternatives and three landside development alternatives were also evaluated.

#### **Results & Direction**

##### *Chapter 5-Implementation Plan:*

With the selection of the recommended development alternative, the next step is to establish an implementation plan with cost estimates for each improvement. The recommended development alternative, Airside Alternative 1, is incorporated into the Airport Layout Plan (ALP) found in Figure 5.1. The cost estimates for the improvements envisioned over the 20 year time timeframe total approximately \$60 million dollars and would be funded through Federal, State, and local sources. Table 5.1 contains the cost estimates and descriptions of each project.

Twenty-seven projects are listed, and include items such as runway and taxiway improvements, hangar construction, and improvements for helicopters. Ten projects are short term, nine projects are intermediate-term, and the remaining seven projects are long-term. A phasing plan is found in Figure 5.2.



## ***VII. AGENCY & NEIGHBORHOOD CONCERNS***

### ***Reviewing Agencies/Pre-Hearing Discussion***

City Departments and other agencies reviewed this application from 05/01/18 to 05/18/18. Long Range Planning Staff note that the zoning in place when the application was submitted converts to Non-Residential Sensitive Use (NR-SU) under the IDO, since airport is a sensitive use that requires such zoning. Development projects would require a Site Plan – EPC and would be subject to applicable IDO requirements. DEII Airport is primarily an Area of Change. Recommendations to supplement the Comp Plan based on this Master Plan update should be submitted to the Long Range Planning section once the Master Plan is approved by Council.

MRCOG staff notes that the MTP was amended in September 2017 to use the 2040 Revised Forecast for socioeconomic and travel demand projections. The population projections anticipate 253,876 fewer people in the MRCOG counties by 2040 than was initially projected in 2012. This difference is likely to impact infrastructure demands and transportation improvements. The implementation of the proposed Paseo Del Volcan (NM-347) alignment is projected beyond the 2040 horizon of the MTP. The MRCOG logo should not be included on the map in Figure 2.2 (p.2-3). MRMPO staff can provide a logo-free copy of this map upon request.

The Police Department Planning Section provided several, specific suggestions about incorporating CPTED (Crime Prevention Through Environmental Design) strategies into airport facilities. These strategies should be considered because they'd help increase safety and prevent crime. Agency comments begin on p. 17 of this report.

### ***Neighborhood/Public***

The Westside Coalition is the affected neighborhood organization, which was notified as required (see attachments). Property owners within 100 feet of the subject site were also notified as required. A facilitated meeting was neither requested nor held. Staff has not been contacted or received any written comments. There is no known opposition.

## ***VIII. CONCLUSION***

The request is for review and recommendation regarding a master plan for the Double Eagle II (DEII) airport, an  $\approx 4,500$  acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land (the "subject site").

The 2018 DEII Airport Master Plan would supersede the existing 2002 Master Plan. Airport master planning follows a systematic approach outlined by the FAA to identify existing and future airport needs.

The subject site is located in both an Area of Consistency (approximately one-quarter) and an Area of Change (approximately three-quarters) as designated in the 2017 Comprehensive Plan. Staff finds that the request generally furthers applicable Goals and policies.



The Westside Coalition and property owners within 100 feet of the subject site were notified as required. A facilitated meeting was not held. Staff has not received any comments. There is no known opposition.

Staff recommends that an approval recommendation, with minor conditions, be forwarded to the City Council.



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***FINDINGS -18EPC-40029, June 14, 2019-Double Eagle II Master Plan***

1. The request is for a master plan for the Double Eagle II (DEII) Airport, an approximately (≈) 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land (the “subject site”). The subject site is twenty miles north by northwest of Downtown Albuquerque.
2. The *Double Eagle II Airport Master Plan* (2018, the “DEII Master Plan”) would supersede the existing *Airport Master Plan: Double Eagle II Airport* (2002).
3. The 2018 DEII Master Plan contain standard elements such as a facilities inventory, a needs assessment, a forecast, development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon.
4. The majority of the subject site (approximately three-quarters) is located in an area that the 2017 Albuquerque/Bernalillo County Comprehensive Plan has designated an Area of Change. The exception is the airfield areas, which are an Area of Consistency and account for approximately one-quarter of the subject site.
5. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
6. The request furthers the following Land Use Goal and policy (Chapter 5):
  - A. Goal 5.3- Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

The DEII Airport Master Plan (2018) addresses landside facilities that support aviation functions, such as the administration buildings, fuel farm, and hangars. These maximize the utility of existing infrastructure at the airport, which was installed in 2003 (see History section of this report), and contributes to the efficient use of land to generally support the public good.
  - B. Policy 5.1.5-Employment Centers: Create Centers that prioritize employment opportunities and foster synergy among businesses.

The DEII Airport is designated as a Developing Employment Center by the Comprehensive Plan. It is envisioned to continue to be used as a commercial airport for smaller aircraft and helicopters, and to expand its usage as a training center, which would prioritize employment opportunities and foster synergy among aviation and aviation support businesses.



7. The request furthers the following Comprehensive Plan Goal and policies regarding City development areas:

- A. Goal 5.6- City Development Areas: Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

In general, airport expansion and non-aviation growth would be directed to Areas of Change where it is expected and desired, and the Areas of Consistency would remain constant because growth is not desired there.

- B. Policy 5.6.2- Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

The subject site is primarily designated as an Area of Change. The majority of the subject site is undeveloped and is envisioned to be used for airport and airport-related expansion and businesses in the future.

- C. Policy 5.6.3- Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space.

The airfield areas, which are a relatively small portion of the subject site, are not envisioned to change much except for updates to meet Federal safety requirements.

8. The request furthers the following Comprehensive Plan Goal and policies regarding transportation (Chapter 6):

- A. Goal 6.6-Economy: Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services.

As discussed in the Master Plan, air travel is part of a larger transportation system that facilitates the movement of people, goods, and services. The DEII Airport has the potential to stimulate and support job creation because expansion of the landside facilities would provide jobs that support aviation functions (such as administration and facilities used to train pilots). It's possible that some of the property in the subject site could develop with office, commercial, and industrial uses as is the case with the Sunport, which would support business development and job creation.

- B. Policy 6.2.10- Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes.

A major purpose of the DEII Master Plan is to ensure that future demand for aviation (airside) and aviation support (landside) facilities can be accommodated. The master plan evaluates existing facilities, uses forecasts to determine future needs, and proposes strategies to ensure that these functions can be adequately accommodated.



9. The request furthers Goal 12.1 Infrastructure: Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth (Chapter 12-Infrastructure, Community Facilities, and Services).

The 2018 DEII Master Plan focuses on airport infrastructure (runways, terminals, support services) needed to support existing and anticipated aviation and aviation related needs. This supports the community because, as a general aviation airport, DEII accommodates smaller aircraft (planes and helicopters) used by businesses and individuals. Should additional infrastructure be needed in the future, it would be planned and coordinated with the City's Capital Improvement (CIP) program and with the Water Utility Authority.

10. The applicant and Planning Department Staff will coordinate in the future to discuss proposed revisions to the Comprehensive Plan to be consistent with the updated DEII Airport Master Plan.
11. Minor conditions and amendments are recommended to provide clarification.
12. The Westside Coalition is the affected neighborhood organization, which was notified as required (see attachments). Property owners within 100 feet of the subject site were also notified as required. A facilitated meeting was neither requested nor held. Staff has not been contacted or received any written comments. There is no known opposition.

***RECOMMENDATION - 18EPC-40028, June 14, 2018***

***That a recommendation of APPROVAL of 18EPC-40028, a Master Plan for Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II Airport, an approximately 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land, zoned SU-1 for Airport and Related Facilities, based on the preceding Findings and subject to the following recommended condition and amendments.***

***RECOMMENDED CONDITION and AMENDMENTS –18EPC-40028 – June 14, 2018 – DEII Master Plan***

***Condition***

1. The applicant shall submit a Certificate of No Effect or Approval pursuant to Zoning Code 14-16-3-20, Archaeological Sites.

***Amendments***

2. Clarification:
- A. Revise the language on p. 1-2 that confuses ABQ The Plan with the 2017 Albuquerque-Bernalillo County Comprehensive Plan.



- B. Correct the statement that ABQ The Plan is the City's Comprehensive Plan.
3. Conditions from the Mid-Region Council of Governments (MRCOG):
- A. Consistent with the MTP as amended in September 2017, the applicant shall consider that implementation of the proposed Paseo Del Volcan (NM-347) alignment is projected beyond the 2040 horizon of the MTP (p. 1-1).
- B. Remove the MRCOG logo on the map in Figure 2.2 (p.2-3).
- 

*Catalina Lehner*

***Catalina Lehner, AICP  
Senior Planner***

cc: COA Aviation Dept., Attn: Jim Hinde, P.O. Box 9948, ABQ, NM 87119  
Molzen Corbin, Mike Provine, 2701 Miles Rd SE, ABQ, NM 87106  
Westside Coalition of NAs, Gerald Worrall, 1039 Pinatubo Pl. NW, ABQ, NM 87120  
Westside Coalition of NAs, Harry Hendriksen, 10592 Rio Del Sole NW, ABQ, NM 87114

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### ***Zoning Enforcement***

No adverse comments.

#### ***Long Range Planning***

The zoning in place when the application was submitted converts to Non-residential Sensitive Use (NR-SU) under the IDO, since airport is a sensitive use that requires NR-SU zoning under the IDO. Development projects would require a Site Plan – EPC and would be subject to applicable IDO requirements, policies and standards in the Master Plan, and any standards specified in an existing site plan governing the project location.

The proposed update to the Master Plan would replace the existing Master Plan and would be considered a Rank III City Plan, which provides policy guidance to the Aviation Department on the management of the airport as a City facility. The Master Plan would not be required to be reviewed by the EPC per the IDO, but future updates could go through the EPC as an elected review.

Double Eagle II is an Area of Change, so related policies should be carefully considered. The Master Plan should be reviewed against the general goals and policies in the ABC Comp Plan, particularly the Transportation chapter Actions 6.2.10.1 and 6.2.10.2 and Policy 6.6.3.b and the Economic Development goals and policies.

Recommendations to supplement the Comp Plan based on this Master Plan update should be submitted to the Long Range section once the Master Plan is approved by Council.

### ***CITY ENGINEER***

#### ***Transportation Development***

No objection to the request.

#### ***Hydrology Development***

#### ***New Mexico Department of Transportation (NMDOT)***

No comments.

### ***DEPARTMENT of MUNICIPAL DEVELOPMENT***

#### ***Transportation Planning***

No Comment.

#### ***Traffic Engineering Operations (Department of Municipal Development):***

#### ***Street Maintenance (Department of Municipal Development):***

RECOMMENDED CONDITIONS FROM CITY ENGINEER, DMD and NMDOT: None



***WATER UTILITY AUTHORITY***

**Utility Services**

18EPC-40028 Sector Development Plan Amendment for Double Eagle II Airport.

- a. Any expansion of the existing facilities will require an availability statement and may require developer funded studies to identify potential for installation of additional infrastructure.

***ENVIRONMENTAL HEALTH DEPARTMENT***

**Air Quality Division**

**Environmental Services Division**

***PARKS AND RECREATION***

**Planning and Design**

**Open Space Division**

**City Forester**

***POLICE DEPARTMENT/Planning***

Incorporate the following CPTED principles through the development, addition, and/or redesign of airport facilities, including parking, terminal and retail spaces:

Natural Surveillance: The ability to see and be seen. Create an environment in which it is apparent that a potential criminal is likely to be detected. This strategy includes the removal of visual barriers such as fences, shrubs, and walls.

Access Control: The placement of physical barriers to make it more difficult for potential offenders to commit crimes. Limiting the number of ways to get on/off the property; locks, fencing, and uniformed security are included in this prevention method.

Territorial Reinforcement: Create a sense of ownership and empowerment by members of stakeholders to monitor and protect their community. CPTED suggests that physical design can contribute to a sense of territoriality that promotes a greater sense of responsibility by stakeholders in protecting their "territory," (e.g. enhanced security awareness, reporting, reacting) which thereby presents an increased perception of risk by offenders. Clearly delineate public versus private areas.

Maintenance: A well maintained space appears to be "owned" and will attract legitimate law abiding users while discouraging illegitimate or disruptive users. A positive community image is a significant deterrent to criminal behavior.

***SOLID WASTE MANAGEMENT DEPARTMENT***

**Refuse Division**- No Comment.

***FIRE DEPARTMENT/Planning***

**TRANSIT DEPARTMENT**

## **COMMENTS FROM OTHER AGENCIES**

**BERNALILLO COUNTY**

**ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY**

No objections.

**ALBUQUERQUE PUBLIC SCHOOLS**

APS does not oppose this proposal.

**MID-REGION COUNCIL OF GOVERNMENTS**

MRMPO appreciates the included description of the Metropolitan Transportation Plan and major themes. It should be noted that there was an administrative modification to the MTP in September of 2017 to approve the use of a 2040 Revised Forecast for socioeconomic and travel demand projections throughout the Albuquerque Metropolitan Planning Area. The Revised Forecast integrates a reduction in future growth assumptions per updated population projections from the University of New Mexico's Geospatial Population Studies Group, which is the primary source for the MTP Forecast. The population projections released by GPS in 2016 anticipate 253,876 fewer people in the MRCOG counties by 2040 than was initially projected in 2012. This difference is likely to have an impact on infrastructure demands as well as the timing of necessary transportation improvements.

Regarding the Chapter 2 section on the proposed alignment of Paseo Del Volcan (NM-347), it should be noted that implementation of this corridor is projected to be beyond the 2040 horizon of the Metropolitan Transportation Plan. A detailed description of this proposed project is included in Appendix B of the MTP (p. 1-2). In this section it states, "Design and construction of PdV along the west side of Double Eagle II Airport (and improvements to Shooting Range Road) to accommodate economic development and improvements to the Aerospace Technology Park, is also consistent with the MTP as funding becomes available."

The MRCOG logo should not be included on the map shown in Figure 2.2 (p.2-3), as the study where this was sourced was not commissioned by MRCOG, and members of our board of directors specifically insisted that the logo not used in the previously published version of this study. MRMPO staff can provide a logo-free copy of this map upon request.

**MIDDLE RIO GRANDE CONSERVANCY DISTRICT**

**PUBLIC SERVICE COMPANY OF NEW MEXICO**

PNM is available to coordinate new necessary electric infrastructure needs to accommodate the Airport Master Plan Development and support the Short-Term, Mid-Term, and Long-Term Projects identified in Chapter 5.



## HISTORY



City of Albuquerque  
Planning Department  
Development Services Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: July 18, 2003

## OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1001656 \***  
03EPC-00915 Zone Map Amendment  
03EPC-00916 EPC Site Development Plan-  
Subdivision

City of Albuquerque, Real Property  
P.O. Box 1293  
Albuquerque, NM 87103

**LEGAL DESCRIPTION:** for all or a portion of Tract(s) N, O, and Lots 4, 3 & 2, **BULK LAND PLAT DOUBLE EAGLE II AIRPORT AND ADJACENT LANDS**, a zone map amendment from SU-1 OPEN SPACE to SU-1 AIRPORT RELATED FACILITIES, located on NW OF DOUBLE EAGLE AIRPORT, between and, containing approximately 590 acre(s). (C-4) Chris Hyer, Staff Planner

On July 17, 2003 the Environmental Planning Commission voted to approve Project 1001656/ 03EPC 00915, a request a zone map amendment from SU-1 for Major Public Open Space to SU-1 for Airport and related uses, for a 103.88-acre portion of Tracts "N" and "O" and Lots 4, 3 and 2 of the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands consisting of 590.08 acres, located northwest of *Double Eagle II* Airport between the Soils Amendment Facility and the Alameda Land Grant, based on the following Findings and subject to the following Conditions:

### FINDINGS:

1. This is a request for a zone map amendment from SU-1 for Major Public Open Space to SU-1 for airport and related uses for a 103.88-acre portion of a 590.08 acre site consisting of Tracts "N" and "O" and Lots 4, 3 and 2 as shown on the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands, located northwest of Double Eagle II Airport, between the Soils Amendment Facility and the Alameda Land Grant Boundary Line.



OFFICIAL NOTICE OF DECISION  
JULY 17, 2003  
PROJECT #1001656  
PAGE 2 OF 4

2. The subject site is located in the "Reserve Area" as designated by the *Comprehensive Plan*. The Goal for this land-use designation is specific to future planned communities, not the existing airport. The airport is a designated Activity Center. Therefore, this request does not contradict the *Comprehensive Plan* Reserve Area Goal by not incorporating a residential component. Consequently, the reference to the planned communities is not applicable to the site. The request proposes improvements to and the expansion of an existing facility that predated the "Reserve Area" designation.
3. This request furthers Part II, Section D. of the *Comprehensive Plan*, Community Resource Management, Goal 6, Economic Development by helping to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals. This request is appropriate as this Goal speaks to economic activity and it's development.
4. The *Comprehensive Plan* designates *Double Eagle II Airport* and surrounding lands as an Activity Center.
5. The *West Side Strategic Plan* designates the airport and surrounding lands as an employment center. (Policy 1.6)
6. The request for a zone change meets the requirements of *Resolution 270-1980* because a different use category is more advantageous to the community, as articulated in the *Comprehensive Plan* and the *West Side Strategic Plan*.
7. A site development plan for subdivision accompanies this request.

**CONDITION:**

1. The new zoning lines shall correspond to the accompanying site development plan for subdivision (03EPC 00916).

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On July 17, 2003 the Environmental Planning Commission voted to approve Project 1001656/03EPC 00916, a request for site development plan for subdivision, for a portion of Tracts "N" and "O" and Lots 4, 3 and 2 of the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands consisting of 590.08 acres, located northwest of *Double Eagle II Airport* between the Soils Amendment Facility and the Alameda Land Grant, based on the preceding Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for Site Development Plan for Subdivision for portions of a 590.08 acre site consisting of Tracts "N" and "O" and Lots 4,3 and 2 as shown on the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands, located northwest of Double Eagle II Airport, between the Soils Amendment Facility and the Alameda Land Grant Boundary Line.
2. The site will be subdivided into four Parcels (Parcels 1, 2, 3 and 4) containing 103.88 acres, Tract "N-1" that is a 100-foot Right-Of-Way along the northern border of the site with a 100-foot easement on the upper eastern border that provides private access to the Tract south of the four Parcels and Tract "O-1" (containing 451.52 acres) on the southern portion of the site. Tract "O-1" will contain the majority of the acreage of the overall site.
3. The request furthers Part II, Section D. of the *Comprehensive Plan, Community Resource Management*, Goal 6, Economic Development by helping to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals. This request is appropriate as this Goal speaks to economic activity and it's development.
4. The *Comprehensive Plan* designates the *Double Eagle II Airport* and its surrounding lands as an Activity Center. Part II, Section D. of the *Comprehensive Plan, Community Resource Management*, Goal 6, Economic Development, policies a, b and g are appropriate in support of developing the Activity Center to located at the Airport.
5. The airport and its surrounding lands are designated in the *West Side Strategic Plan* as an employment center that shall emphasize the creation of base or export jobs and regionally-based jobs on the West Side. (Policy 3.85) Eclipse Aviation will be building and operating their manufacturing facility at DE-II in the year 2006-2007. The *West Side Strategic Plan* section, "Encouraging Employment Growth on the West Side" is applicable to the lands surrounding the airport and the airport itself because of Eclipse Aviation and its respective related supporting industries.
6. The NMSHTD has approved a new alignment of *Paseo del Volcan* that will run north-south on the western most portion of the site. A reserved easement of 400-feet must remain on the site until the NMSHTD can place the exact location of *Paseo del Volcan*.
7. This site plan submittal accompanies a related zone map amendment.



OFFICIAL NOTICE OF DECISION  
JULY 17, 2003  
PROJECT #1001656  
PAGE 4 OF 4

**CONDITIONS:**

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met.
2. Reservation for future dedication of a *minimum* 400-foot right-of-way width along the western boundary of the site for Paseo del Volcan, a limited access, principal arterial as designated on the Long Range Roadway System, and more specifically described on the attached right-of-way map.


IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **AUGUST 1, 2003** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If it decides that all City plans, policies and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY OTHER PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,

  
for Victor J. Chavez  
Planning Director

VJC/CH/ac

cc: Santiago Romero Jr., 4004 Carlisle Blvd. NE, Suite C4, Albuquerque, NM 87107



City of Albuquerque  
Planning Department  
Development Services Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: February 21, 2003

## OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1001656**  
02EPC-01956 EPC Site Development Plan  
-Building Permit

City of Albuquerque  
Aviation Department  
P.O. Box 9948  
Albuq. NM 87119

LEGAL DESCRIPTION: for all or a portion of Tract(s) A & E Sec. 34 T11N R1E, Sec 36 T11N R1E, **Double Eagle II Airport**, zoned SU-1 Airport, located on DOUBLE EAGLE II AIRPORT NW, between PASEO DEL VOLCAN and SHOOTING RANGE PARK RD. (E-6)  
Chris Hyer, Staff Planner

On February 20, 2003 the Environmental Planning Commission voted to approve Project 1001656/ 2EPC 01156 a site development plan for building permit, for a portion of Section 34, Township 11-N, Range 1-E NMPM, located on the un-platted Lands of Double Eagle-II Airport between Paseo del Volcan and Shooting Range Park Road, based on the following Findings and subject to the following Conditions:

### FINDINGS:

1. This is a request for approval for a site development plan for building permit for an approximately a 3,869 acre site for the construction of a water and waste-water facility to serve the *Double Eagle -II* (DE-II) Airport and adjacent City facilities. The water system consists of three different locations on the lands of the airport for *Double Eagle-II* Airport.
2. The site development plan furthers the Goals and policies of the *Comprehensive Plan* by proposing the development of a public utility that will facilitate expansion of activity at the DE-II airport, an employment center, and surrounding facilities. (Goal D.6, Policies a, b, c, f, g)



3. The site development plan also furthers the applicable Goals and policies of the *Comprehensive Plan* by proposing the development of a public utility water system to allow opportunity for future development of high quality, mixed-use, largely self-sufficient planned communities, bounded by permanent open-space, in appropriate outlying areas, and to protect the non-urban metropolitan areas as rural unless such planned communities are developed. (Goal B.2)
4. The site development plan furthers the applicable policies and intent of the *West Side Strategic Plan* by proposing a public utility use that will allow future growth for the City as well as providing potable water to the *Double Eagle-II Airport*. The additional components of the existing facility will be sensitive to visual impacts on the National Monument and the Open Space area. (Policies 1.6, 3.76, 3.77, 3.78, 3.79, 3.80, 3.81, 3.82)
5. The development of the water utility system will help the City achieve it's commitment to the lease agreement it negotiated with Eclipse Aviation of providing all infrastructure necessary for the development of their aircraft manufacturing facility.

**CONDITIONS:**

1. The submittal of this site plan to the DRB shall meet all EPC conditions. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Conditions of approval for the proposed Site Development Plan for Building Permit shall include:
  - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter and sidewalk that have not already been provided for, if applicable.
  - b. Site shall comply and be designed per DPM Standards and current COA Zoning Code.
  - c. An approved conceptual grading and drainage plan is required for Site Plan sign-off by the City Engineer. Approval of drainage plan required prior to placement on DRB agenda.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **MARCH 7, 2003** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED.

OFFICIAL NOTICE OF DECISION  
FEBRUARY 20, 2003  
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PAGE 3

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If it decides that all City plans, policies and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY OTHER PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,

  
Victor J. Chavez  
Planning Director

VJC/CH/ac

cc: Molzen-Corbin & Associates, 2701 Miles Road SE, Albuquerque, NM 87106



**CITY of ALBUQUERQUE**  
**FIFTEENTH COUNCIL**

COUNCIL BILL NO. R-02-170 ENACTMENT NO. 16-2023

SPONSORED BY: Miguel Gomez

**RESOLUTION**

**THE *DOUBLE EAGLE II AIRPORT* MASTER PLAN, 02EPC 00989, PROJECT  
NUMBER 1001656, ADOPTING THE MASTER PLAN TO BECOME AN OFFICIAL  
CITY DOCUMENT.**

**WHEREAS, the Double Eagle II Airport is one of two airports under the  
City's jurisdiction; and**

**WHEREAS, the *Comprehensive Plan* designates the *Double Eagle II Airport*  
as an Activity Center; and**

**WHEREAS, the *West Side Strategic Plan* designates the *Double Eagle II*  
*Airport* as an employment center; and**

**WHEREAS, the land use of the airport is compatible with the surrounding  
open space; and**

**WHEREAS, the open space to the west of the airport creates a buffer to the  
*Petroglyph National Park, Volcano Park* and the open space contained within  
these parks boundaries; and**

**WHEREAS, improvements made to facilities at the airport are integral to the  
lease agreement between the City and *Eclipse Aviation*; and**

**WHEREAS, the City of Albuquerque Open Space Division, the City of  
Albuquerque's Aviation Department, the New Mexico State Land Office and the  
Black family entered into a land exchange arrangement finalized July 2002,  
which was to facilitate land owner ship allowing *Eclipse Aviation* to locate at  
the airport.**

**BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
ALBUQUERQUE THAT:**

**Section 1. The Master Plan for *Double Eagle II Airport* is adopted by the  
City of Albuquerque.**

1       Section 2. FINDINGS AND CONDITIONS ACCEPTED. The following  
2 Environmental Planning Commission findings and conditions of the Master  
3 Plan approval are adopted by the City Council:

4       (A)     This is a request for review and adoption of the *Double Eagle II*  
5               *Airport* Master Plan. The *Double Eagle II* airport site  
6 encompasses 4,044 acres of unplatted land situated north of the  
7 Atrisco Land Grant Boundary, south of the Alameda Land Grant  
8 Boundary and west of the Petroglyph National monument. The  
9 Master Plan specifies future developments and expansion of the  
10 existing airport facility, *e.g.*, the extension of runways, location of  
11 future buildings and the location of the *Eclipse Aviation*  
12 manufacturing facility.

13       (B)     Development of the Master Plan for *Double Eagle II Airport* is  
14 primarily a response to the requirements set forth by the Federal  
15 Aviation Administration (FAA). Since the FAA has jurisdiction  
16 over the airside related operations, any expansion or  
17 development of an airport is required to abide by FAA  
18 regulations.

19       (C)     The FAA requires City approval of a master plan to allow for  
20 future development and expansion of *Double Eagle II Airport*.  
21 Master Plan adoption is required for the allocation of grant  
22 monies awarded by the federal government. The FAA regulations  
23 require the evaluation of wind, noise, drainage of the site and  
24 temperature (in regards to density altitude). The Master Plan  
25 appears to address these issues thoroughly and satisfactorily.

26       (D)     The EPC is reviewing this Master Plan for advisory purposes to  
27 the City Council. The FAA requires that the City Council (and its  
28 Land Use, Planning and Zoning component) must review this  
29 master plan and adopt it in order to be eligible for available grant  
30 monies for the airport's expansion.

31       (E)     The submitted Master Plan does not contradict the  
32 *Comprehensive Plan's* Reserve Area Goal by not incorporating a  
33 residential component (none is mentioned in the Master Plan).



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- 1 Consequently, the reference to the planned communities is not  
2 applicable to this site. This goal is specific to future planned  
3 communities, not the existing airport. The Master Plan proposes  
4 improvements to and the expansion of an existing facility that  
5 predated the "Reserve Area" designation.
- 6 (F) The submitted master plan furthers the *Comprehensive Plan's*  
7 Reserve Area Goal by demonstrating that the *Double Eagle II*  
8 *Airport* is surrounded by open space and the airport use is  
9 compatible with the open space lands in the vicinity. Further, the  
10 open space provides adequate buffers for the impacts of noise to  
11 the surrounding areas. The buffer is adequate for both the  
12 existing facility and future expansion as proposed by the Master  
13 Plan.
- 14 (G) The *Double Eagle II Airport* Master Plan conforms with the *West*  
15 *Side Strategic Plan* and its policies that are targeted specifically  
16 to the airport in providing a framework to manage future growth  
17 and development at the airport that furthers developments on the  
18 west side. Policies 1.6 and 3.83 are specific to the creation of  
19 base jobs and the location of an employment center at *Double*  
20 *Eagle II Airport*. Policies 3.74, 3.75, 3.76 and 3.79 are specific to  
21 the land use of this area and open space policies. Policy 6.27 is  
22 specific to the study of the alignment of Paseo del Volcan; the  
23 Master Plan shows the alignment west of the airport that was  
24 approved by the New Mexico State Highway and Transportation  
25 Department (NMSHTD) in 2001.
- 26 (H) *Double Eagle II Airport* is currently served with the limited access  
27 Paseo del Volcan road that provides adequate access for the  
28 foreseeable future. The new Paseo del Volcan, which will be  
29 aligned to the west of the airport, is part of the planned loop road  
30 connecting Interstate 40 to Paseo del Norte. The existing Paseo  
31 del Volcan will remain dedicated to serving the airport.
- 32 (I) With the recent annexation of the 899 acre portion of *Double*  
33 *Eagle II* airport, the water and sewer lines dedicated to *Double*

- 1           *Eagle II* airport were approved by the City Council (August 19,  
2           2002) as well as the provision to fund them.
- 3           (J)     The Master Plan for *Double Eagle II Airport* sets the stage for  
4           future development projects within the plan's boundaries. The  
5           *Double Eagle II Airport* is zoned SU-1, giving the Environmental  
6           Planning Commission site development plan authority for future  
7           projects.
- 8           (K)     The Federal Highway Administration on March 2002, approved  
9           the selection of the western A-1 alignment (bordering the west  
10          edge of the Double Eagle II Airport) as the preferred location for  
11          the future Paseo del Volcan freeway. With this decision,  
12          however, there remains the need to define the remainder of the  
13          future major street system in the vicinity of the Double Eagle II  
14          Airport. Most critical at this time is the need for a continuous,  
15          multi-lane public access across the airport site on the east side  
16          of the runways and support facilities. Without this additional  
17          north-south crossing, the Double Eagle II Airport and Petroglyph  
18          National Monument will present a seven mile wide barrier to the  
19          traveling public.
- 20          (L)     The Double Eagle II Airport Master Plan document and  
21          supporting figures be modified to show a future major arterial  
22          alignment on the east side of the airport property (east of the  
23          runways and support facilities), to provide a continuous north-  
24          south public access through the airport site.
- 25          (M)     Traffic Impact Study required as part of Landside development  
26          (future).
- 27          (N)     The Developer is responsible for permanent improvements to the  
28          transportation facilities adjacent to the Airport when Landside  
29          site development occurs. Those improvements will include any  
30          additional right-of-way requirements, paving, curb and gutter and  
31          sidewalk that have not already been provided for.
- 32          (O)     The Double Eagle II Airport Master Plan document and  
33          supporting figures need to be modified to show a future major



1                   arterial alignment on the east side of the airport property (east of  
2                   the runways and support facilities), to provide a continuous  
3                   north-south public access through the airport site.

4           Section 3.   **SEVERABILITY CLAUSE.** If any section, paragraph, sentence,  
5 clause, word or phrase of this resolution is for any reason held to be invalid or  
6 unenforceable by any court of competent jurisdiction, such decision shall not  
7 affect the validity of the remaining provisions of this resolution. The Council  
8 hereby declares that it would have passed this resolution and each section,  
9 paragraph, sentence, clause, word or phrase thereof irrespective of any  
10 provisions being declared unconstitutional or otherwise invalid.

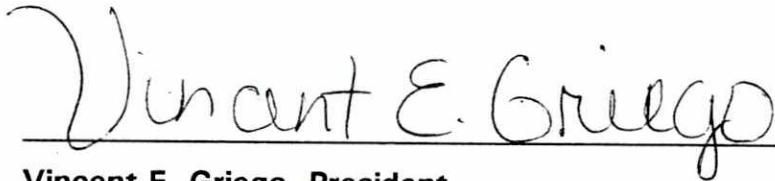
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1 PASSED AND ADOPTED THIS 10TH DAY OF FEBRUARY, 2003  
2 BY A VOTE OF: 7 FOR 0 AGAINST.

3  
4 Yes: 7

5 Excused: E. Griego, S. Mayer  
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11 Vincent E. Griego, President

12 City Council  
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16 APPROVED THIS 26 DAY OF February, 2003

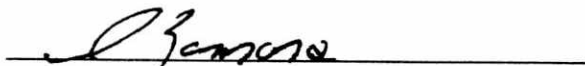
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18 Bill No. R-02-170

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22 Martin Chávez, Mayor

23 City of Albuquerque  
24

25 ATTEST:

26 

27 Acting City Clerk  
28  
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30  
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32



**CITY of ALBUQUERQUE**  
**FIFTEENTH COUNCIL**

COUNCIL BILL NO. 0-02-28 ENACTMENT NO. 23-2002

SPONSORED BY: Miguel Gomez, by request

**ORDINANCE**

**ANNEXATION, 01114-01874/01110 01875, ANNEXING 899-ACRES MORE OR LESS, LOCATED ON PASEO DEL VOLCAN NW, BETWEEN THE SHOOTING RANGE PARK ACCESS ROAD AND DOUBLE EAGLE AIRPORT AND AMENDING THE ZONE MAP TO ESTABLISH SU-1 FOR AIRPORT AND RELATED FACILITIES AND SU-1 FOR MAJOR PUBLIC OPEN SPACE.**

**BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:**

**Section 1. AREA PROPOSED FOR ANNEXATION. The owners of the area proposed for annexation hereby presented a signed petition to annex the following territory: 899-acres, more or less, located on Paseo del Volcan between the Shooting Range Park access road and Double Eagle Airport; and more particularly described as follows:**

**A. Section 36, T11N, R1E and a portion of Section 2, T10N, R1E as described in Exhibit A.**

**B. All of the right-of-way adjoining the land described in A. of this section to the extent it is not already in the City.**

**The above described territory is contiguous to the City of Albuquerque.**

**Section 2. ANNEXATION ACCEPTED. The petition and the area specified in Section 1 above are accepted and the above territory is hereby annexed.**

**Section 3. ZONE MAP AMENDED. The zone map adopted by Section 14-16-1-1 et. seq. R.O.A. 1994 is hereby amended, establishing SU-1 for Airport and Related Uses zoning and SU-1 for Major Public Open Space as shown on Exhibit B.**



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1       Section 4.   WEST SIDE STRATEGIC PLAN POLICIES AFFIRMED. The  
2   annexation of the subject lands is supported by and/or furthers the applicable  
3   Policies of the West Side Strategic Plan regarding infrastructure, annexation,  
4   employment, emergency services, Double Eagle II Airport, Petroglyph National  
5   Monument, Open Space, export industries, and the municipal limits; including  
6   Policies A-1, 1.6, 2.3, 3.74, 3.75, 3.76, 3.79, 3.83, 4.19, 6.27, and 7.12.

7       Section 5.   The infrastructure phasing plan adopted by the West Side  
8   Strategic Plan designates the Double Eagle II Airport area as a “#3 Priority” area  
9   that is not scheduled to receive public infrastructure until 2055. By annexing  
10   and zoning the subject property, it is the intent of the Council to accommodate  
11   the provision of utilities to the annexed area for the proposed zoning to the  
12   extent authorized under City policy, so the WSSP phasing plan should be  
13   amended to designate the airport and related commercial uses in the area  
14   annexed by this ordinance are a “#1 Priority.” The phasing and priority for any  
15   other areas in the WSSP shall remain unchanged by this ordinance.

16       Section 6.   FINDINGS ACCEPTED. The Council adopts the following zone  
17   map amendment findings recommended by the Environmental Planning  
18   Commission:

- 19   A. This is a request for establishment SU-1 for Airport and Related Uses zoning  
20   for approximately 727 acres and the establishment of SU-1 for Major Public  
21   Open Space zoning for approximately 172 acres.
- 22   B. Approval of this request will facilitate a exchange of lands between multiple  
23   owners which will create a buffer of Open Space land between the airport  
24   and the monument and consolidate the lands and zoning for the Double  
25   Eagle Airport.
- 26   C. The applicant has adequately justified that proposed zone map  
27   amendments as per R-270-1980, Section 1.D.(3): the requested SU-1 for  
28   Airport and Related Uses zoning is more beneficial to the community as  
29   articulated in the *Comprehensive Plan* by creating an opportunity for high  
30   quality, planned development that is bounded by permanent open-space  
31   (Reserve Area Goal). The proposed SU-1 for Airport zoning will create  
32   economic development opportunities that benefit both the West Side and





the City and the proposed SU-1 Major Public Open Space will allow for greater protection of the volcanoes by providing a buffer of open space between the airport and the Petroglyph National Monument and by consolidating open space lands which will facilitate the creation of trail corridors through the open space network (Policies d and a, Open Space Network).

D. The requests further the goals and policies of the *West Side Strategic Plan* (WSSP) by providing an opportunity for large scale employment on the West Side (Objectives 1, 8, pages 18, 19) at the Double Eagle Airport, which is identified as a major Employment Center (page 39), and by protecting the unique resources of the West Side through the creation of an Open Space buffer along the western boundary of the Petroglyph Monument (Objective 3, page 19; Policy 3.75).

E. The SU-1 zoning requires that site development plans be submitted for review by the EPC. It is the applicant's intent, upon successful annexation and replatting of affected properties to submit a Master Plan for the entire area zoned SU-1 for Airport and Related Uses.

Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinance is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

Section 8. EFFECTIVE DATE AND PUBLICATION. This ordinance shall become effective five or more days after publication in summary when a copy of the ordinance and a plat of the territory hereby annexed is filed in the office of the County Clerk.

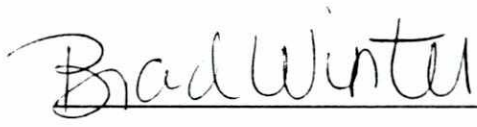
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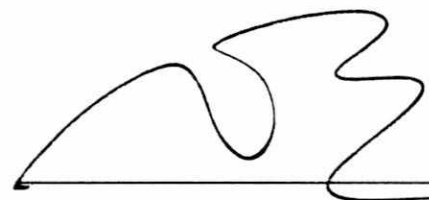
1 PASSED AND ADOPTED THIS 6th DAY OF MAY, 2002  
2 BY A VOTE OF: 9 FOR 0 AGAINST.  
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12 Brad Winter, President  
13 City Council  
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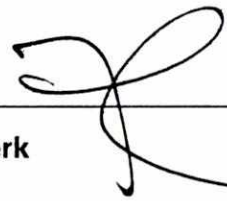
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17 APPROVED THIS 22 DAY OF May, 2002  
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19 Bill No. O-02-28

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22 Martin Chávez, Mayor  
23 City of Albuquerque  
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25 ATTEST:

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28 City Clerk  
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EAGLE II  
AIRPORT

JIM MCDOWELL RD

SOIL AMENDMENT FACILITY  
RD

SHOOTING RANGE ACCESS RD

PASEO DEL VOLCAN

PETROLIUM NATIONAL MONUMENT

PETROLIUM NATIONAL MONUMENT

PETROLIUM NATIONAL MONUMENT

Proposed annexation in Zone Map F-6  
Sec. 2, T10N, R1E & Sec. 36, T11N, R1E



----- MUNICIPAL LIMITS



AREA PROPOSED FOR



GRAY SHADING INDICATES COUNTY



Mary Herrera

Bern. Co. ANEX

R 15.00

© Copyright 2002

Map Printed March 06, 2002

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Page: 5 of 5

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BK-R37 Pg-22

## ZONING

Please refer to Zoning Code §14-16-2-22 for the SU-1 zone  
and to IDO Section 2-5(E) for the NR-SU zone  
and to IDO Section 3-3 Airport Protection Overlay Zone



## APPLICATION INFORMATION



Supplemental Form (SF)

**SUBDIVISION**

- ☐ Major subdivision action  
☐ Minor subdivision action  
☐ Vacation  
☐ Variance (Non-Zoning)

**SITE DEVELOPMENT PLAN**

- ☐ for Subdivision  
☐ for Building Permit  
☐ Administrative Amendment (AA)  
☐ Administrative Approval (DRT, URT, etc.)  
☒ IP Master Development Plan  
☐ Cert. of Appropriateness (LUCC)

**STORM DRAINAGE (Form D)**

- ☐ Storm Drainage Cost Allocation Plan

**S Z ZONING & PLANNING**

- ☐ Annexation  
  
**V** ☐ Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)  
**P** ☐ Adoption of Rank 2 or 3 Plan or similar  
☐ Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations  
  
**D** ☐ Street Name Change (Local & Collector)  
  
**L A** **APPEAL / PROTEST of...**  
☐ Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2<sup>nd</sup> Street NW, Albuquerque, NM 87102.  
Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

**APPLICATION INFORMATION:**

Professional/Agent (if any): Molzen Corbin / Mike Provine PHONE: 505 242 5700  
ADDRESS: 2701 Miles Rd SE FAX: 505 242 0673  
CITY: Albuquerque STATE NM ZIP 87106 E-MAIL: mprovine@molzencorbin.com  
APPLICANT: City of Albuquerque Aviation Department PHONE: 505 242-7805  
ADDRESS: P.O. Box 9948 FAX: \_\_\_\_\_  
CITY: Albuquerque STATE NM ZIP 87119 E-MAIL: jhinde@cabq.gov  
Proprietary interest in site: Owner and Operator List all owners: Sole owner

DESCRIPTION OF REQUEST: Approval of Albuquerque Double Eagle II Airport Master Plan Update

Is the applicant seeking incentives pursuant to the Family Housing Development Program? ☐ Yes. ☒ No.

**SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.**

Lot or Tract No. Tracts A,C,D-1-A2,E,F,K,N,S-1-A,S-2 Block: \_\_\_\_\_ Unit: \_\_\_\_\_  
Subdiv/Addn/TBKA: Lands of Double Eagle II Airport  
Existing Zoning: SU-1 Airport and Rel Fac Proposed zoning: SU-1 Airport and Rel MRGCD Map No \_\_\_\_\_  
Zone Atlas page(s): C4-6, D4-6, E4-6, F4-6 UPC Code: See attached  
G4-6

**CASE HISTORY:**

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX-, Z-, V-, S-, etc.): \_\_\_\_\_

**CASE INFORMATION:**

Within city limits? ☒ Yes Within 1000FT of a landfill? ☐ No  
No. of existing lots: N/A No. of proposed lots: N/A Total site area (acres): 4906 ac. approx.  
LOCATION OF PROPERTY BY STREETS: On or Near: Atrisco Vista Blvd  
Between: Atrisco Vista Blvd. and Shooting Range Park Rd  
Check if project was previously reviewed by: Sketch Plat/Plan ☐ or Pre-application Review Team(PRT) ☒ Review Date: 1/11/18

**SIGNATURE**

(Print Name) Mike Provine, PE DATE \_\_\_\_\_  
Applicant: ☐ Agent: ☒

**FOR OFFICIAL USE ONLY**

Revised: 11/2014

☐ **INTERNAL ROUTING**

- ☐ All checklists are complete  
☐ All fees have been collected  
☐ All case #s are assigned  
☐ AGIS copy has been sent  
☐ Case history #s are listed  
☐ Site is within 1000ft of a landfill  
☐ F.H.D.P. density bonus  
☐ F.H.D.P. fee rebate

Application case numbers

18EPC-40028

Action

IP  
CONF  
ADV

S.F.

Fees

\$ 0

\$

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Total \$ 0

Hearing date June 14, 2018

5-3-18

Staff signature & Date

Project #

1001656



**FORM P(1): SITE DEVELOPMENT PLAN REVIEW – EPC PUBLIC HEARING**

- ☐ **SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC16) Maximum Size: 24" x 36"**  
☒ **IP MASTER DEVELOPMENT PLAN (EPC11)**

- ☒ 5 acres or more and zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
- ☒ Scaled Site Development Plan and related drawings (folded to fit into an 8.5" by 14" pocket) 15 copies.  
For IP master development plans, include general building and parking locations, and design requirements for buildings, landscaping, lighting, and signage.
- ☒ Site Development Plans and related drawings reduced to 8.5" x 11" (1 copy)
- ☒ Zone Atlas map with the entire property(ies) clearly outlined
- ☒ Letter briefly describing, explaining, and justifying the request
- ☒ Letter of authorization from the property owner if application is submitted by an agent
- ☒ Office of Neighborhood Coordination inquiry response, notification letter, certified mail receipts
- ☒ Completed Site Development Plan for Subdivision and/or Building Permit Checklist
- ☒ Sign Posting Agreement
- ☒ Traffic Impact Study (TIS) form with required signature
- ☒ Fee (see schedule)
- ☒ List any original and/or related file numbers on the cover application

**EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

- ☐ **SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC15) Maximum Size: 24" x 36"**  
☐ **SITE DEVELOPMENT PLAN and/or WAIVER OF STANDARDS FOR WIRELESS TELECOM FACILITY (WTF) (EPC17) Maximum Size: 11" x 17"**

- ☐ 5 acres or more and zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
- ☐ Scaled Site Development Plan and related drawings (folded to fit into an 8.5" by 14" pocket) 15 copies.
- ☐ Site Development Plan for Subdivision, if applicable, previously approved or simultaneously submitted. (Folded to fit into an 8.5" by 14" pocket.) 15 copies
- ☐ Site Development Plans and related drawings reduced to 8.5" x 11" (1 copy)
- ☐ Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
- ☐ Letter briefly describing, explaining, and justifying the request
- ☐ Letter of authorization from the property owner if application is submitted by an agent
- ☐ Office of Neighborhood Coordination inquiry response, notification letter, certified mail receipts
- ☐ Sign Posting Agreement
- ☐ Completed Site Plan for Subdivision and/or Building Permit Checklist
- ☐ Traffic Impact Study (TIS) form with required signature
- ☐ Fee (see schedule)
- ☐ List any original and/or related file numbers on the cover application

**NOTE:** For waiver requests of a wireless regulation requirement, the following materials are required in addition to those listed above:

- ☐ Collocation evidence as described in Zoning Code §14-16-3-17(C)(2)
- ☐ Notarized statement declaring number of antennas accommodated. Refer to §14-16-3-17(D)(1)(d)(ii)
- ☐ Letter of intent regarding shared use. Refer to §14-16-3-17(A)(13)(e)
- ☐ Affidavit explaining factual basis of engineering requirements. Refer to §14-16-3-17(D)(1)(d)(iii)
- ☐ Distance to nearest existing free standing tower and its owner's name if the proposed facility is also a free standing tower §14-16-3-17(D)(1)(d)(v).
- ☐ Registered engineer or architect's stamp on the Site Development Plans. Refer to §14-16-3-17(D)(1)(d)(iv)
- ☐ Office of Neighborhood Coordination inquiry response based on ¼ mile radius, notification letter, certified mail receipts
- ☐ Map showing 100 foot buffer (excluding ROW) around the site, list of property owners, certified mail receipts

**EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

- ☐ **AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC01) Maximum Size: 24" x 36"**  
☐ **AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC02)**

- ☐ Proposed amended Site Development Plan (folded to fit into an 8.5" by 14" pocket) 15 copies
- ☐ DRB signed Site Development Plan being amended (folded to fit into an 8.5" by 14" pocket) 15 copies
- ☐ DRB signed Site Development Plan for Subdivision, if applicable (required when amending SDP for Building Permit) 15 copies
- ☐ Site plans and related drawings reduced to 8.5" x 11" (1 copy)
- ☐ Zone Atlas map with the entire property(ies) clearly outlined
- ☐ Letter briefly describing, explaining, and justifying the request
- ☐ Letter of authorization from the property owner if application is submitted by an agent
- ☐ Office of Neighborhood Coordination inquiry response, notification letter, certified mail receipts
- ☐ Sign Posting Agreement
- ☐ Completed Site Development Plan for Building Permit Checklist (not required for SPS amendment)
- ☐ Traffic Impact Study (TIS) form with required signature
- ☐ Fee (see schedule)
- ☐ List any original and/or related file numbers on the cover application

**EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

Mike Provine  
11/12 Applicant name (print)  
5/3/18 Applicant signature / date



Form revised August 2017

- ☐ Checklists complete
- ☐ Fees collected
- ☐ Case #s assigned
- ☐ Related #s listed

Application case numbers  
18 - EPC - 40028  
- - - - -  
- - - - -

5-3-18  
Planner signature / date  
Project #: 10011653



# CITY OF ALBUQUERQUE

Timothy M. Keller  
*Mayor*

February 21, 2018

Mike Provine, PE  
Molzen-Corbin & Associates  
2701 Miles Rd SE  
Albuquerque, NM 87106

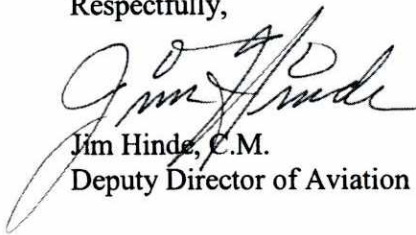
Re: Double Eagle II Airport  
Master Plan Update

Dear Mr. Provine:

This letter is authorization to you to act as agent for the City of Albuquerque Aviation Department for the Environmental Planning Commission submittal and hearing action on the Double Eagle II Airport Master Plan Update.

Please contact me at 244-7700 with any questions.

Respectfully,



Jim Hinde, C.M.  
Deputy Director of Aviation



Nyika A. Allen  
Director of Aviation

P.O. Box 9948

Albuquerque, NM 87119-1048

[www.cabq.gov/airport](http://www.cabq.gov/airport)



# CITY OF ALBUQUERQUE

## TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: City of Albuquerque Aviation Department DATE OF REQUEST: 4/19/18 ZONE ATLAS PAGE(S): C4-6, D4-6, E4-6  
F4-6, G4-6

CURRENT: ZONING SU-1 Airport and Related LEGAL DESCRIPTION: Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2  
PARCEL SIZE (AC/SQ. FT.) 4906 ac LOT OR TRACT # \_\_\_\_\_ BLOCK # \_\_\_\_\_  
SUBDIVISION NAME Lands of Double Eagle II Airport

### REQUESTED CITY ACTION(S):

ANNEXATION ☐

ZONE CHANGE ☐: From \_\_\_\_\_ To \_\_\_\_\_

SECTOR, AREA, FAC, COMP PLAN ☐

AMENDMENT (Map/Text) ☐

### SITE DEVELOPMENT PLAN:

SUBDIVISION\* ☐ AMENDMENT ☐

BUILDING PERMIT ☐ ACCESS PERMIT ☐

BUILDING PURPOSES ☐ OTHER ☒

\*includes platting actions

Airport  
Masterplan

### PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT ☐

NEW CONSTRUCTION ☐

EXPANSION OF EXISTING DEVELOPMENT ☐

### GENERAL DESCRIPTION OF ACTION:

# OF UNITS: \_\_\_\_\_

BUILDING SIZE: \_\_\_\_\_ (sq. ft.)

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE [Signature]

DATE 4/27/18

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -  
2<sup>ND</sup> Floor West, 600 2<sup>ND</sup> St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES ☐ NO ☒ BORDERLINE ☐

THRESHOLDS MET? YES ☐ NO ☒ MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: ☐

Notes: TIS may be required with future site development

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. Any subsequent changes to the development proposal identified above may require an update or new TIS.

[Signature]  
TRAFFIC ENGINEER

4/27/18  
DATE

Required TIS must be completed prior to applying to the EPC and/or the DRB. Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS -SUBMITTED / /  
-FINALIZED / /

TRAFFIC ENGINEER

DATE

Revised January 20, 2011

# MOLZENCORBIN

May 2, 2018

Environmental Planning Commission  
City of Albuquerque  
600 2<sup>nd</sup> St., NW  
Albuquerque, New Mexico 87102

**RE: Double Eagle II Airport  
Master Plan Update**

KSA151-11

Dear Members:

Enclosed please find the Albuquerque International Sunport Master Plan Update for the Commission's review and recommendation of approval. The City of Albuquerque Aviation Department is the lead agency in the proposed action. The Master Plan Update has been prepared by KSA Engineers with Molzen-Corbin providing engineering services as a sub-consultant.

The Double Eagle II Airport Master Plan Update has been undertaken to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need for the facilities. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation. The Master Plan is a cooperative effort between the City of Albuquerque and the New Mexico Department of Transportation Aviation Division. The document is prepared to meet FAA guidelines and will be submitted for approval to FAA after approval by the City of Albuquerque.

The submitted document is the update of the Master Plan for the Double Eagle II Airport and supersedes the Master Plan prepared in 2003. The update includes the following elements:

1. Inventory of Existing Facilities
2. Forecast of Aviation Activities
3. Facility Requirements
4. Airport Development Alternatives
5. Preparation of Recommended Implementation Plan

The Double Eagle II Airport is classified as a reliever airport serving the general aviation community. The airport does not offer commercial service. The airport is comprised of functional elements including the airfield, the fixed base operator, hangar and parking facilities, and support facilities. The Aviation Department has developed the Aerospace Technology Park in the south central portion of the airport property, which currently has the Southwest



Aeronautics Math and Science Academy (SAMS) charter school. Each functional element was analyzed for each of the elements listed above over a 20-year planning horizon.

One output of the Master Plan is the Capital Improvement Program (CIP) developed from the preferred alternatives for each functional element of the airport. The CIP is a forecast of the capital required to accomplish the improvements identified over the planning period. The CIP is included in Chapter 5 of the Master Plan. A financing plan is also included with the CIP to indicate financing that will be required to fund the CIP. The economic development strategy can be found in Appendix A.

The Master Plan is a document that provides an outline of the necessary development concepts of needs and give the responsible officials advance notice of future needs to aid in planning, scheduling, and budgeting. The Master Plan provides conceptual descriptions of facility needs. Additional planning efforts will be required to develop those concepts into programs that can be evaluated for impacts to the environment, traffic planning, and other systems. The Master Plan provides the trigger points based on demand and when the additional planning and design must begin in order that the facilities can be developed prior to the capacity being reached. It is not intended for the Master Plan to present environmental or socio-economic analysis on the recommended plan elements because of the conceptual nature of the plan.

We submit this application for your review and comment. If there are any questions prior to the EPC hearing, please contact Mr. Michael Mallonee at (972) 542-2995 or me at (505) 242-5700.

Sincerely,

MOLZEN CORBIN



Mike Provine, PE  
Vice President

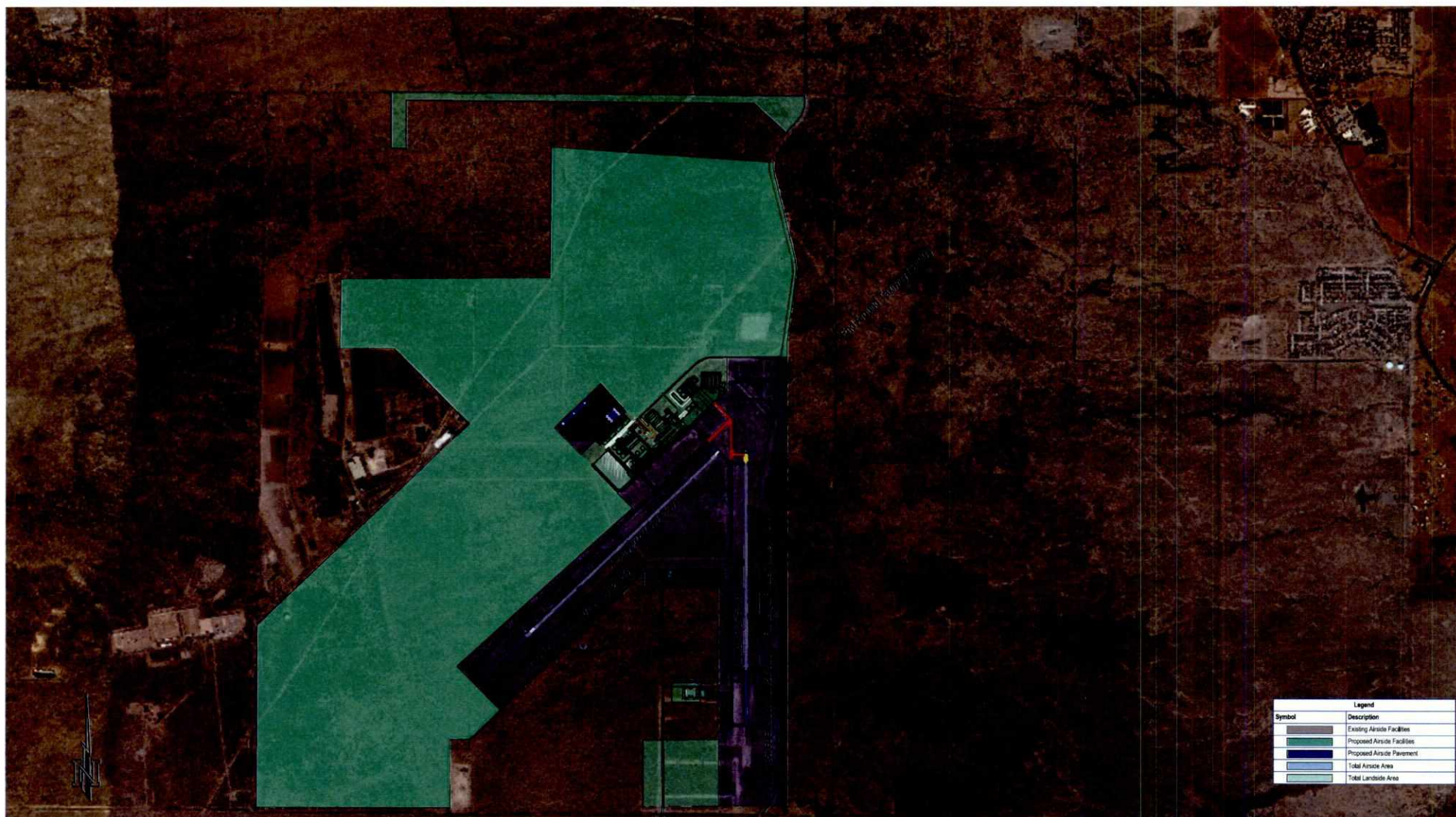
MP:ptm  
Enclosures

cc: Mr. Jim Hinde, CM, Deputy Director, Aviation Department  
Mr. Michael Mallonee, KSA Engineers, Inc.

DOCUMENT

Please refer to the .pdf version of the  
2018 Double Eagle II Master Plan DRAFT





Double Eagle II Airport Master Plan

Landside vs Airside Recommended Development

## NEIGHBORHOOD INFORMATION



**From:** Mike Provine  
**Sent:** Thursday, February 15, 2018 3:30 PM  
**To:** Debi Dodge  
**Subject:** FW: Notification Inquiry\_7401 Atrisco Vista Blvd NW\_EPC  
**Attachments:** Page\_C-06-Z.PDF; Notification Inquiry\_7401 Atrisco Vista Blvd NW\_EPC.xls; INSTRUCTION SHEET FOR APPLICANTS.pdf

**From:** Quevedo, Vicente M. [mailto:vquevedo@cabq.gov]  
**Sent:** Thursday, February 15, 2018 3:24 PM  
**To:** Mike Provine <MProvine@molzencorbin.com>  
**Subject:** Notification Inquiry\_7401 Atrisco Vista Blvd NW\_EPC

Mike,

Good afternoon. See list of affected associations below and attached. Please also review the attached instruction sheet. Thank you.

Neighborhood Associations - Main Contact	Full Name	Address Line 1	City	State	
Westside Coalition of Neighborhood Associations	Gerald Worrall	1039 Pinatubo Place NW	Albuquerque	NM	8
Westside Coalition of Neighborhood Associations	HarryHendriksen	PO Box 6270	Albuquerque	NM	8

Respectfully,

**Vicente M. Quevedo, MCRP**  
Neighborhood Liaison, Office of Neighborhood Coordination  
City of Albuquerque – City Council  
(505) 768-3332  
cabq.gov/neighborhoods

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**From:** webmaster=cabq.gov@mailgun.org [mailto:webmaster=cabq.gov@mailgun.org] **On Behalf Of** webmaster@cabq.gov  
**Sent:** Thursday, February 15, 2018 9:34 AM

**To:** Office of Neighborhood Coordination <[onc@cabq.gov](mailto:onc@cabq.gov)>

**Subject:** Notification Inquiry Sheet Submission

Notification Inquiry For:

Environmental Planning Commission Submittal

If you selected "Other" in the question above, please describe what you are seeking a Notification Inquiry for below:

Contact Name

mike Provine

Company Name

Molzen Corbin

Address

2701 Miles Rd SE

City

Albuquerque

State

NM

ZIP

87106

Telephone Number

505-242-5700

Email Address

[mprovine@molzencorbin.com](mailto:mprovine@molzencorbin.com)

Anticipated Date of Public Hearing (if applicable):

April 2018

Describe the legal description of the subject site for this project:

Tracts A, C,D-1-A2, E,F,K,N,S-1-A,S-2

Lands of Double Eagle II Airport

SU-1 Airport and Rel Fac- existing zoning

Located on/between (physical address, street name or other identifying mark):

7401 Atrisco Vista Blvd NW, located between Atrisco Vista Blvd NW and Shooting Range Park Rd NW

This site is located on the following zone atlas page:

C4-6, D4-6, E4-6, F4-6, G4-6



# MOLZENCORBIN

May 1, 2018

Mr. Gerald Worrall  
Westside Coalition of Neighborhood Associations  
1039 Pinatubo Place NW  
Albuquerque, NM 87120

**RE: Double Eagle II Airport Masterplan Update** KSA151-11  
**Atrisco Vista Boulevard**  
**Lands of Double Eagle II Airport**  
**SW'LY PORT OF TR D-1-A-1 PLAT OF TRS D-1-A-1, D-1-A-2 & S-1-A OF**  
**AMENDED BULK LAND PLAT FOR AEROSPACE TECHNOLOGY**

Dear Mr. Worrall:

The Double Eagle II Airport Master Plan Update has been prepared to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need for those facilities. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation. The Master Plan is a cooperative effort between the City of Albuquerque and the New Mexico Department of Transportation Aviation Division. The document has been prepared to meet FAA guidelines and will be submitted for approval to FAA after approval by the City of Albuquerque.

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One output of the Master Plan is the Capital Improvement Program (CIP) developed from the preferred alternatives for each functional element of the airport. The CIP is a forecast of the capital required to accomplish the improvements identified over the planning period. The CIP is included in Chapter 5 of the Master Plan. A financing plan is also included with the CIP to indicate financing that will be required to fund the CIP. The economic development strategy can be found in Appendix A.


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Affected Neighborhood Associations and Homeowner Associations may request a facilitated meeting regarding this project by contacting the Alternative Dispute Resolution (ADR) Program at (505) 768-4712 or (505) 768-4660 or by email at [striplett@cabq.gov](mailto:striplett@cabq.gov). A facilitated meeting request must be received by ADR no later than May 14, 2018.

The Public Hearing is scheduled for June 14, 2018 at 8:30 a.m. in the Plaza del Sol Hearing Room, 600 2nd NW, Albuquerque, New Mexico.

Sincerely,

MOLZEN CORBIN

A handwritten signature in dark ink, appearing to read "Mike R".

Mike Provine, P.E.

MP:tg

cc: Mr. Jim Hinde, Deputy Director, CM, Aviation Department  
Ms. Molly Waller, KSA Engineering, Inc.



# MOLZENCORBIN

May 1, 2018

Mr. Harry Hendricksen  
Westside Coalition of Neighborhood Associations  
P.O. Box 6270  
Albuquerque, New Mexico 87197

**RE: Double Eagle II Airport Masterplan Update** KSA151-11  
**Atrisco Vista Boulevard**  
**Lands of Double Eagle II Airport**  
**SWLY PORT OF TR D-1-A-1 PLAT OF TRS D-1-A-1, D-1-A-2 & S-1-A OF**  
**AMENDED BULK LAND PLAT FOR AEROSPACE TECHNOLOGY**

Dear Mr. Hendricksen:

The Double Eagle II Airport Master Plan Update has been prepared to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need for those facilities. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation. The Master Plan is a cooperative effort between the City of Albuquerque and the New Mexico Department of Transportation Aviation Division. The document has been prepared to meet FAA guidelines and will be submitted for approval to FAA after approval by the City of Albuquerque.

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Sincerely,

MOLZEN CORBIN

A handwritten signature in dark ink, appearing to read 'MLR'.

Mike Provine, P.E.

MP:tg

cc: Mr. Jim Hinde, Deputy Director, CM, Aviation Department  
Ms. Molly Waller, KSA Engineering, Inc.



7015 0640 0003 9116 1338

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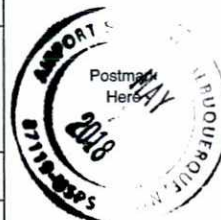
Sent To Harry Hendriksen

Street and Apt. No., or PO Box No. P.O. Box 6270

City, State, ZIP+4® Albuquerque, NM 87197

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions



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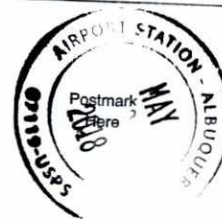
Sent To Gerald Worrall

Street and Apt. No., or PO Box No. 1039 Pinatubo Pl. NW

City, State, ZIP+4® Albuquerque, NM 87120

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions



- typical -

# MOLZENCORBIN

April 27, 2018

STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS  
PO BOX 1148  
SANTA FE NM 87504-1148

## NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission will hold a **Public Hearing on Thursday, June 14, 2018 at 8:30 a.m.**, in the Plaza del Sol Hearing Room, Lower Level, Plaza del Sol building, 600 2nd St. NW, Albuquerque, NM to consider the following item:

## REQUEST

Molzen Corbin, agent for the City of Albuquerque, requests Master Plan Approval for properties on the Albuquerque Double Eagle II Airport. The Master Plan Area is legally described as Lands of Double Eagle II Airport. The request is for Master Plan Approval for the Albuquerque Double Eagle II Airport Master Plan.

## EPC RULES OF CONDUCT OF BUSINESS

A copy of the Rules of Conduct is posted on the Planning Department's website at <http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission> and printed copies are available in the Planning Department office on the third floor of the Plaza del Sol Building, 600 Second Street NW. For more information, please contact Russell Brito, Division Manager of the Urban Design and Development Division, at (505) 924-3337 or at [rbrito@cabq.gov](mailto:rbrito@cabq.gov).

Staff reports and supplemental materials are posted on the City website:  
<https://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-staff-reports>

If you have questions or need additional information regarding this request please contact Russell Brito, Division Manager of the Urban Design and Development Division, at (505) 924-3337 or at [rbrito@cabq.gov](mailto:rbrito@cabq.gov).

Sincerely,

MOLZEN CORBIN

Mike Provine, P.E.

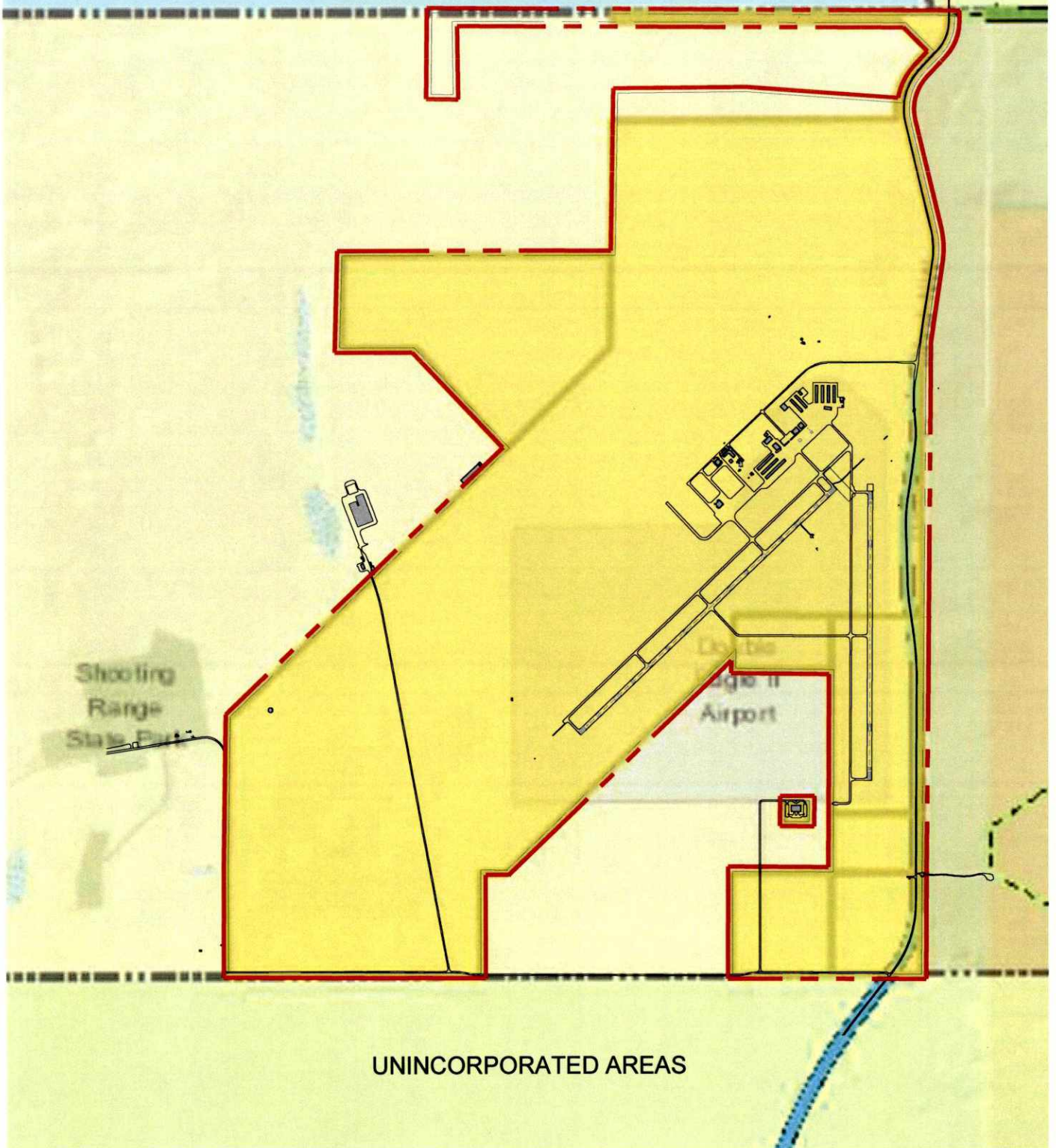


UPC	Owner	Owner Address	Owner Address 2	SITUS Address	SITUS Addr	Legal Description	Property	Acres
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	PARCEL 1 PLAT OF TRACT A-1 & TRACT L-1 PARCELS 1-5 DOUBLEEAG	V	45.6201
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	PARCEL 2 PLAT OF TRACT A-1 & TRACT L-1 PARCELS 1-5 DOUBLEEAG	V	44.1034
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 1 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	18.9764
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 2 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	18.4392
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 4 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	13.7885
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 5 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	6.7307
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103		ALBUQUER	TR Q BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	35
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103	16001 SHOOTING RANGE RD NW	ALBUQUER	T11N R1E SEC 33 CONT 640 AC	C	640
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103	N/A	ALBUQUER	T10N R1E SEC 4 CONT 257.76 AC ATR1 GRANT	V	257.6
1.01E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103		ALBUQUER	TR R BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	259.0448
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	TR B BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	251.0468
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 5 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	1.3287
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 14 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	1.9529
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 4 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	1.3076
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 6 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	2.862
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 8 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	6.5782
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 9 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	5.5928
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 10 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	6.4774
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 11 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	5.5616
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	TR E BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	51.0468
1E+17	WESTERN ALBUQ LAND HOLDINGS LLC % GARRETT DEV	PO BOX 56790	ALBUQUERQUE NM 87187	1001 ATRISCO VISTA BLVD NW	ALBUQUER	TR A-1 PLAT OF TRS A-1, A-2 & A-3 NORTHWEST TR (A REPL OF TR A	V	9406.129
100606212	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103		ALBUQUER	TR A-1 PLAT OF TRACT A-1 & TRACT L-1 PARCELS 1-5 DOUBLEEAGLE	V	3196.861
1E+17	RANCH JOINT VENTURE ATTN: W.L. ROGERS	100 CRESCENT CT SUITE 450	DALLAS TX 75201		RIO RANCH	TR 2 SUMMARY PLAT OF TRACTS 1 & 2 LANDS OF QUAIL RANCH(BE	V	5466.038
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN E NW NW SECONT 5.0000 AC	V	5
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN W NW NW SECONT 5.0000 AC	V	5
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN W NE NW SECONT 5.0000 AC	V	5
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN E NE NW SE CONT 5.000 AC	V	5
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103	N/A	ALBUQUER	T11N R1E SEC 16 CONT 216.80 AC	V	216.8
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	PARCEL-2 TR M BULK LAND PLAT OF DOUBLE EAGLE II AIRPORTAND	V	45.688
1E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	PARCEL-1 TR M BULK LAND PLAT OF DOUBLE EAGLE II AIRPORTAND	V	29.8933
1.01E+17	RANCH JOINT VENTURE LLP	100 CRESCENT CT SUITE 450	DALLAS TX 75201	7401 ATRISCO VISTA BLVD NW	ALBUQUER	TR D-1-A-1 PLAT OF TRS D-1-A-1, D-1-A-2 & S-1-A OF AMENDED BUL	V	129.4834



# Buffer map

RIO RANCHO



0 2000' 5000'

